

MAI Model - Aire International

75¢

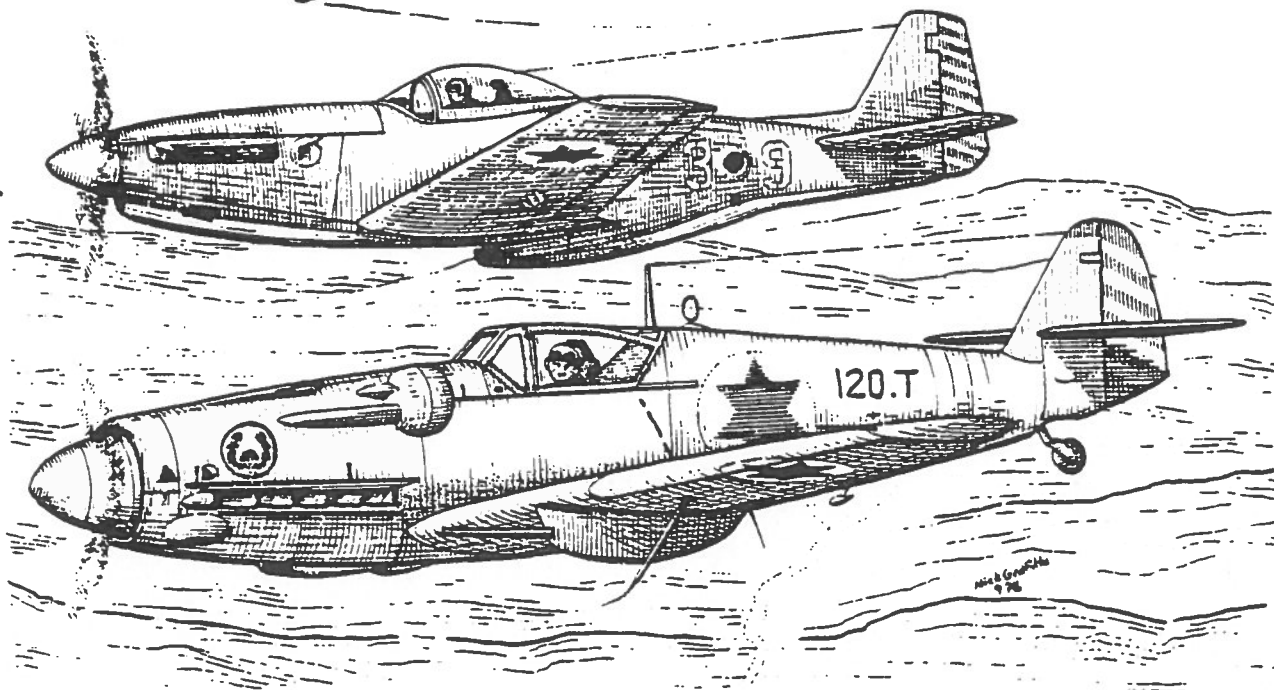
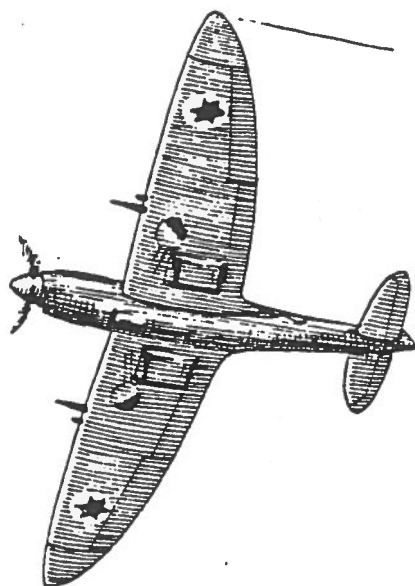


Vol. 2, No. 8

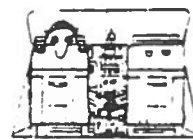
Special Combined Issue

small air forces observer

Vol. 2, No. 1(s)



From the Left Seat...



MAI EDITORIAL...

The publication of interesting and unusual aircraft color schemes has always been one of our most popular characteristics. In the past we have mentioned Jim Sanders and his Small Air Forces Observer. This small publication is very much like MAI in that it offers the modeler interesting markings and color schemes from many countries.

It is our pleasure to combine forces with Jim and his subscribers/contributors to produce this special MAI/SAFO issue. The contents of this issue are partly mine, partly Jim's, partly from MAI readers and partly from SAFO readers. We have retained the MAI format for the most part with Jim and myself both working on each section. The MAI staff came through again with the cover art, titles, etc.

If you like the improved look of MAI you might like to know that this is made possible by the assistance of our new publisher, Simulations Design Corporation, of San Diego, California. SDC publishes the fine magazine Conflict (one of our advertisers) and Dana Lombardy has passed on some of his experience with Conflict in order to improve the quality of MAI. A good many changes are in the works, so stick with us, o.k.?

One unavoidable change is our cover price. The 75¢ price tag is long overdue as MAI has cost 50¢ per copy to print for some time now. As you can see, we lost money on every issue we sold. Subscriptions are not affected at this time, but watch for major changes in our subscription policy starting with Volume 3.

Readers (especially SAFO subscribers who may wish to subscribe to MAI) may like to know that reprints of the best material from MAI Vol.1 should be available by the end of the year. Price is not yet set.

SAFO EDITORIAL...

I would like to take this opportunity to introduce the Small Air Forces Clearing House (SAFCH) to the readers of MAI. The SAFCH was formed in 1968 to "promote interest in the smaller air forces of the world and the modeling of their aircraft". We began by encouraging international cooperation in research and publication of the results in existing magazines.

In January, 1975 we began publication of our own magazine, the Small Air Forces Observer (SAFO). In the following sixteen months we published four issues of the SAFO containing a total of 130 pages of text, drawings and photos. Upon completion of this first volume we had 212 members in 22 countries including 89 members from outside the U.S.A.

It is intended that SAFO be a "member-oriented" publication. To this end, we have a few simple guidelines: (a) All material submitted by SAFCH members shall appear in the next available issue. (b) An issue shall be published as soon as sufficient manuscripts are on hand to use the money budgeted for the issue. (c) All subscription money shall be used for printing and mailing the SAFO. There are no Misc. items in the budget nor are there any promotional subscriptions. (d) Members are encouraged to sponsor libraries, organizations and individuals, especially those in countries where currency exchange is difficult.

The subscription rate for four issues of the SAFO is \$3.00. Since we are out of complete sets of Volume 1, all new subscriptions shall begin with Volume 2. ~~Back issues of Vol.1 #2 & #4 are still available at 75¢ each.~~ I hope that readers of MAI will consider joining us in this important and worthwhile international effort.

MODEL-AIRE INTERNATIONAL, Vol.2, #8 and SMALL AIR FORCES OBSERVER, Vol.2, #5. Copyright c 1976. MAI subscriptions available at \$5.00 per ten issues from the Editor: Thomas A.Young, 859 Marin Drive, Mill Valley, California, 94941. SAFO subscriptions available at \$3.00 per four issues from Small Air Forces Clearing House via the Editor: James V.Sanders, 27965 Berwick Drive, Carmel, California, 93921.

FOREIGN USE of the FW.58

by Paul Bezouska

ARGENTINA

Three Fw.58B-2s, s/n 2694 through 2696, were purchased from the Focke-Wulf production line. Delivery took place between July 21 and July 23, 1938 at Bremen. The purchase was accepted by Vicente Ralemio. Argentina's Fábrica Militar produced 38 examples under license.

AUSTRIA

Nine Fw.58B aircraft (designated Fw.58KE for export) were delivered in 1937. These were Fw.58KE-1s 2092 (Austrian serial number 301), 2093 (302); Fw.58KE-2s 2094 (303), 2095, 2096; and Fw.58KE-3s 2164 (304), 2165 (305) and 2166 (306). Austrian serial numbers are not known for 2095 and 2096, but 307, 308 and 309 are recorded. The factory number for the ninth aircraft is not known.

Five other aircraft (s/n 1960-1962, 2081 and 2082) intended for Austria were diverted to Instrumental Flying Schoole Cel-le. Three other aircraft (s/n 2206-2208) were seized after the German take-over of Austria in March, 1938. Austrian Fw.58Bs (Fw.58KEs) equipped Bomber Squadron 1/b and were taken over by the Germans after occupation.

BRAZIL

Ten Fw.58s were supplied to Brazil during 1938. Six Fw.58K-2s were supplied by the German factory as pattern aircraft for license production in Brazil. Fabricio do Galleão produced 25 Fw.58Bs.

BULGARIA

Two Fw.58s were delivered in 1937, six in 1939 and ten in 1944. 1939 delivery included two Fw.58KB-2s s/n 3127 (German civil delivery code D-OXWA) and 3128 (D-OXWE). 1944 delivery included Fw.58KB-3s s/n 3148 (D-OXWI), 3149 (D-OXWL), 3150 (D-OXWN) and 3151 (D-OXWX).

Fw.58KB-2 and Fw.58KB-3 aircraft served as pattern aircraft for Bulgarina production. Focke-Wulf produced a dozen Fw.58K-7 ambulance variants of the Fw.58C for Bulgaria in 1942.

CHINA

An unknown quantity of Fw.58K-3s were supplied in 1938 by the German government.

CZECHOSLOVAKIA

Two Fw.58K-9s were supplied in 1939 for commercial use. Czech civil registration OK-HLM and OK-TRE.

For wartime use of the Fw.58 see Slovakian use later in this article.

A small number of Fw.58s were used after the war under Czech designation D-58. It is likely that at least some of these aircraft were ex-Slovak machines.

DENMARK

Originally built as a Fw.58KL-2 for the German airline Deutsche Lufthansa, s/n 3105 was supplied to the Danish airline DDL. Civil registration in DDL service was OY-DYS. Aircraft was later sold to Gunnar Larsen.

FINLAND

A single Fw.58 was loaned to Finland in 1943-44 for use in a medivac/transport division. Aircraft carried the letters FH on the fuselage.

HUNGARY

Delivery of Fw.58s continued from 1937 to 1945. The deliveries break down as shown below:

1937-Six Fw.58s, variant unknown.

1938-One Fw.58K-6 utility aircraft.

1939-Twelve Fw.58K-8 utility aircraft.

Pattern aircraft for Hungarian license production was registered HA-FOA.

1940-Eight ex-Luftwaffe Fw.58Bs and Cs.

Ten Fw.58KA-2s were delivered as pattern aircraft. Serial numbers were 3115 (German delivery civil markings D-OXWB), 3116 (D-OXWC), 3117 (D-OXWD), 3118 (D-OXWF), 3119 (D-OXWG), 3120 (D-OXWH), 3121 (D-OXWI), 3122 (D-OXWJ), 3123 (D-OXWK) and 3125 (D-OXWL).

Fw.58KA-5 s/n 3188 (D-OTHW) was supplied as a pattern aircraft for

license production and was joined by s/n 3189 (D-OUMI).

1941-One Fw.58KA-7 pattern aircraft.

1942-One Fw.58KA-8 pattern aircraft.

1943-One Fw.58KB-3 pattern aircraft.

1944-Four Fw.58KB-3 purchased. 182 ex-Luftwaffe -Bs and -Cs.

1945-Twenty ex-Luftwaffe -Bs and -Cs.

In 1940 the Hungarian Gyor Wagon Factory (GVG) converted a single Fw.58C-2 into a weather reconnaissance configuration and given the Focke-Wulf title Fw.58KP-1. When it arrived at Focke-Wulf for final re-fitting the Luftwaffe ordered it re-fitted to liaison standards as Fw.58KQ-1. The Hungarian Air Force received 72 Fw.58B aircraft from the GVG between 1942 and the end of the war.

NETHERLANDS

Five Fw.58B-2s supplied in 1939, s/n not known. Dutch service codes and fate of each aircraft as shown below:

195-Destroyed on the ground at Waalhaven.

196-Destroyed at the flying school at De Vlijt before arrival of German troops.

197-Same fate as 196.

198-Crashed at Waddensee Lake, March 13, 1940.

199-Damaged during forced landing during April, 1940. Eventually destroyed in bombing of Schiphol.

These five aircraft were used as trainers by the Dutch.

PORTUGAL

An unknown number of Fw.58K-10s were sold to Portugal in 1940.

RUMANIA

Twelve Fw.58s supplied in 1937, ten in 1939 (including some Fw.58K-6s) and five in 1943. Some of these aircraft remained in service after WWII.

SLOVAKIA

Two Fw.58Cs were supplied to the Slovakian Ministry of National Defence from Deutsche Lufthansa in 1942. Ten more were supplied in 1944.

During the Slovak National Uprising two Fw.58Cs were operated by the combined squadron at Tri Duby and Zolna'. In October of 1944, after the failure of the uprising and destruction of it's air arm, at least one Fw.58 flew to Russia in Soviet markings.

SOVIET UNION

One Fw.58B-2, s/n 2754, supplied under the Soviet-German Agreement in May, 1940. Delivery registration D-OXWR.

SPAIN

Ten Fw.58s were delivered in 1943. No other data known.

SWEDEN

Two Fw.58K-5s delivered in 1938 and 1940. These aircraft served in the air photography role until 1960. Two more Fw.58s were delivered in November, 1943 and January, 1944 in exchange for shipments of ball bearings.

TURKEY

Six Fw.58K-10s supplied on August 28, 1937 were equipped for bombing, but were not armed. Aircraft were s/n 2155 (German delivery number D-OPDN), 2156 (D-OCWN), 2157 (D-OBTQ), 2158 (D-OAZN), 2159 (D-CAMY) and 2160 (D-OBZK).

Markings



SPECIALTRYCK MODELDEKAL

Produced in Sweden with the assistance of IPMS Norway, these are decals for use with 1/72 scale model aircraft in both Norwegian and Swedish markings. Fourteen sheets are available to date of Norwegian subjects, twenty-four of Swedish subjects and a series of plans are also available, sixty-four sets so far.

While we have no price list at this time, information may be obtained from:

Specialtryck

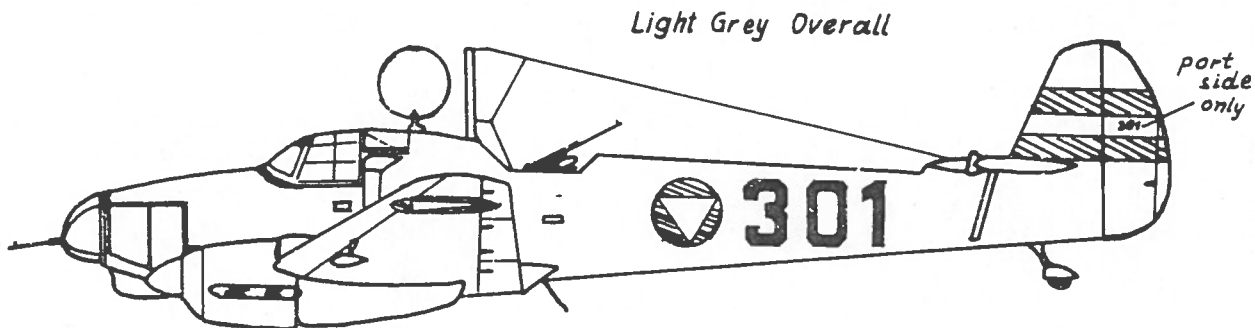
Box 5223

S-402 24 Gothenburg

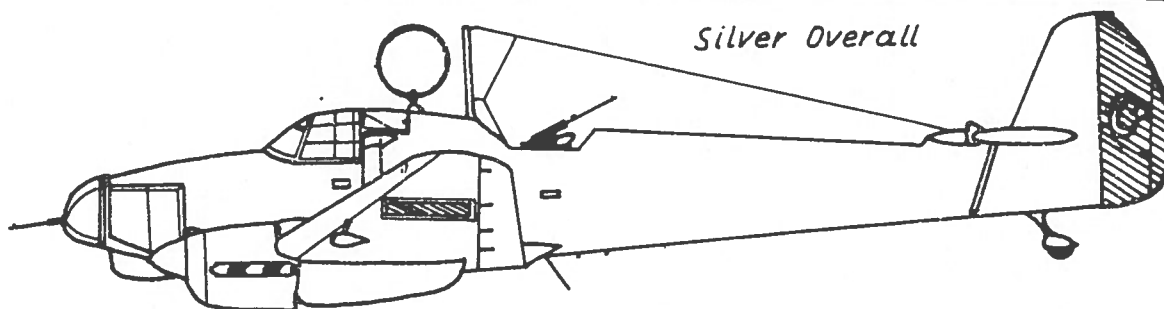
Sweden

All sheets we received for review (16) are glossy to a certain degree and may need to be matted for some aircraft types. Thickness is greater than such transfers as Microscale or Modeldecal. Printing registry is good with fine attention to details. Mistakes are few and far between and usually correctable.

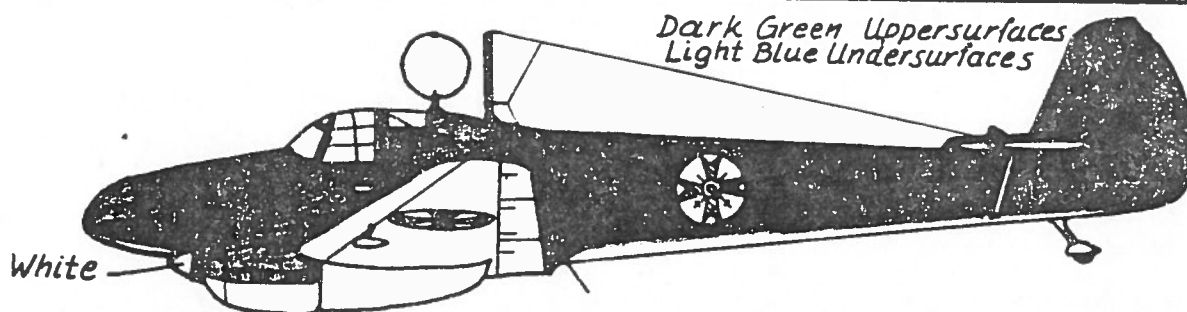
Sheets of numbers and letters check out perfectly in size and shape with photos
Cont'd. Pg.6



Fw58KE-1 of Bomberstaffel 1/B, Austrian Air Force 1937

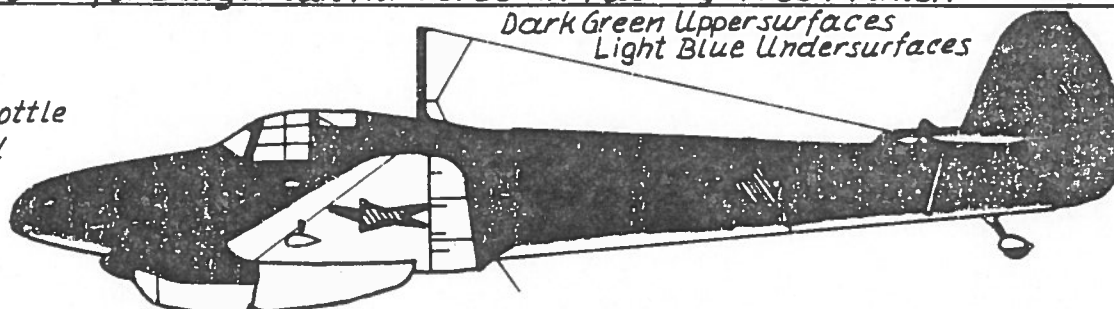


Fw58K-10 of Turkish Air Force, Eskisehir October 1937

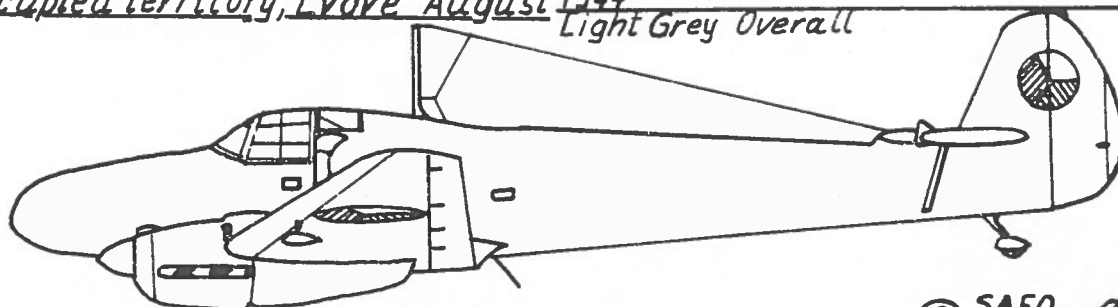


Fw58 for Bulgarian Air Force in factory-fresh finish

*light grey mottle
of nose and
engine
cowlings*



Fw58C of Slovakian Air Force with Red Stars for the flight into Soviet occupied territory, Lvov August 1944



Fw58C of Czechoslovakian Air Force, post-war

of the aircraft they intend to represent. Some of the more interesting sheets are: Sheet 002. A mixed sheet of modern Swedish national markings in four sizes, letters in black, red and white, numbers in black and a number of variations of the Indian horseman emblem of Swedish Wing F.16. Intended for use on P-51Bs and P-51Ds. Sheet 003. Black crowns for use on Swedish aircraft of the 1919-1924 period. Supplemented by black numbers of the period in two different sizes. Sheet 005. Swedish fin flags, small and large Swedish roundels as used in the 1919-1924 period. Supplemented by two wide bands of blue and yellow. Sheet 006. Black crowns in white disk in various sizes supplemented by numbers in black, all used in the 1926 period. A separate sheet offers two more wide bands of blue and yellow. Sheet 014. National markings of the 1937-1940 period, same as in use today, but with no yellow border. Supplemented by a number of different types of command rank bands and numbers in black and white. Sheet N-1. Small Norwegian national markings in various sizes from the 1945-1975 period. Sheet N-4. Larger Norwegian national markings in various sizes from the 1950-1975 period (white outlines). Some of the Specialtryck decals include information sheets (in Swedish), some of which include good photos or drawings which help in the application of the decals.

MICROSCALE

Sheet 72-169. Markings for four N.A.F-86D Sabres of the 97th FIS, 31st FIS, 325th FIS and Texas Air National Guard. We were drawn to this sheet because of the new Airfix kit and found a pleasant surprise in the markings of the aircraft from the 325th FIS.

This unit operated the "Sabre Knights" demonstration team. The slot man on that team, then 1st Lt. Jim Low, shall be the subject of an upcoming feature article in MAI.

Detail could be better on the sheet we reviewed, but this appears to be a register problem as the design of the sheet is excellent. Aside from the individual markings there are four instrument panel detail pieces and lots of stencils.

Sheet 72-173 & 72-174. Bicentennial hoopla hit the aviation scene last year with more and more aircraft showing up with flashy color schemes every day. These two Microscale sheets are the first to offer some of these colorful schemes to the modeler. 72-173 is a sheet for LTV Corsair IIs, three in all, two from units assigned to the USS Saratoga and one in red, white and blue markings with a large Minuteman figure on the tail. This feature aircraft is assigned to the New Mexico Air National Guard and the markings are understandable when one considers that the ANG's crest features a Minuteman. Stenciling and instrument panels are included for two aircraft.

Sheet 72-174 offers markings for three Navy Phantoms and is a bit of a strange sheet. The F-4B markings are rather plain and no information is given on unit, etc. The more colorful aircraft from the USS Coral Sea is overshadowed by the heavily-publicized "Bicentennial Bird" of VX-4. With red, white and blue paint scheme, fancy bird markings and gold lettering, this bird is showing up in many publications. Like the ANG Corsair II on Sheet 72-173, Koku Fan supplied the best color photos of this aircraft. One strange point is the absence of stenciling or instrument panels. More Bicentennial goodies may be expected shortly from Microscale and we hope that they are as well chosen as these two.

AERODECAL

With Matchbox and Frog having recently released kits of the Mirage III and with Revell about to release what may be the ultimate in 1/72 scale Mirages, Aerodecal has done well to bring out a sheet on the subject. The selection of subjects is, however, unusual. One of the French aircraft is the same as the one presented on the Frog sheet.

While the subject is the same, the quality of the Aerodecal sheet is superior with correct stenciling and a good instruction sheet. Two sets of markings for Mirage IIIRs are included which should go well with the new Revell kit, and the markings for the RAAF Mirage IIIO are striking with its black panther crest. While small this sheet is good.

ISRAEL'S THREE CLASSIC FIGHTERS

(EDITOR'S NOTE: The purpose of this article is to offer the modeler a selection of Israeli markings for the aircraft represented. It is not our intent to cover the history of these types in Israeli service. If you wish to learn more about this fascinating aspect of aviation history we refer you to the various references listed after each drawing. Two of the best sources are Robert Jackson's The Israeli Air Force Story and Heyl Ha'Avir, The Israel Air Force by Moshe Hadar and Yehuda Ofer. Aside from the listed references, we thank the various officers of the Heyl Ha'Avir who supplied a good deal of photographs and answered a good many questions during preparation of this article.)

Avia S.199

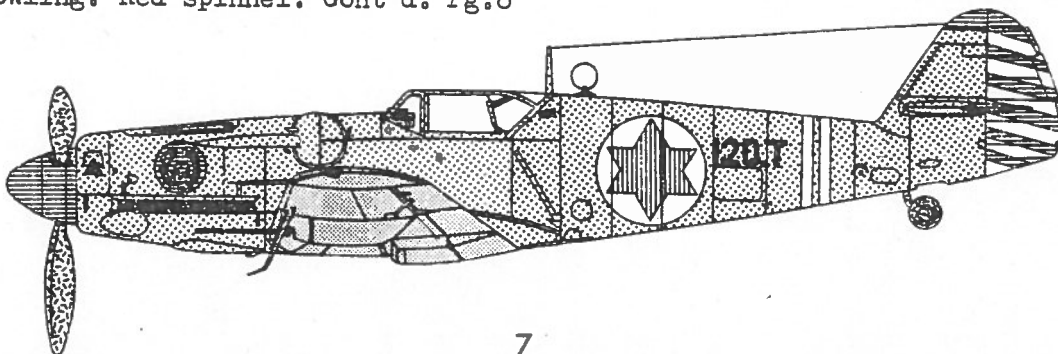
It is ironic that the birth of the Jewish state of Israel was assisted during her labor pains by fighter planes designed in Nazi Germany. In the lopsided embargo imposed on the Middle East in 1948, Israel was unable to obtain combat aircraft suitable to fight Egyptian Spitfires and bomb-carrying C-47s. However, through cloak-and-dagger methods (and, possibly, with a Socialist Israel in mind), Czechoslovakia agreed to supply a small number of locally built Messerschmitt Bf.109G fighters. These aircraft, designated Avia S.199 for export, were powered by Junkers Jumo engines, a mis-match which created a pilot-killing aircraft which received the nick-name "Mule" for good reason.

As poor as these aircraft were, they were all that Israel could get at that time and they would serve as a stop-gap until more suitable fighters arrived. Their combat life was short as they were soon replaced by Spitfires from Czechoslovakia. Most of the pilots were greatly relieved.

Israel's Avia S.199s had served with the Czechoslovakian Air Force before sale to the new nation. On delivery (dismantled and shipped inside Israel's first large transports, flying out of Zatec, Czechoslovakia as part of "Operation Balak") these aircraft were still painted in the Czech color scheme of dark green upper surfaces with light blue under surfaces. It is possible that some machines were painted dark green overall on delivery or soon after.

COLOR SCHEME A

Two-tone Czech camouflage. Large red step arrow beneath cockpit, octane triangle at front of cowling. Red spinner. Cont'd. Pg.8

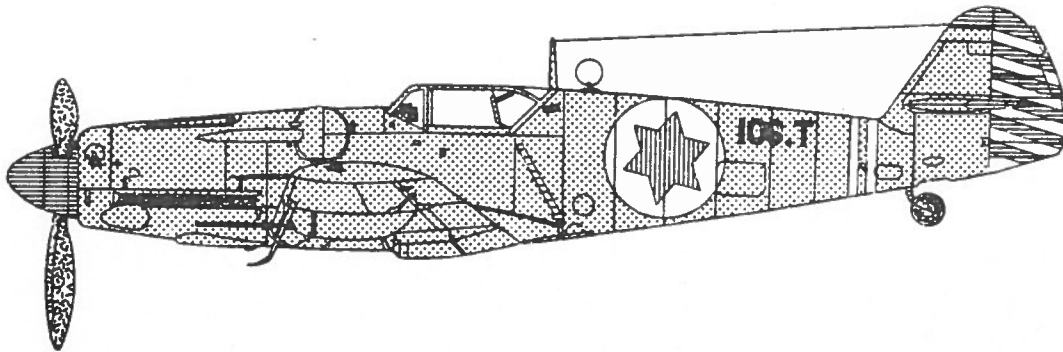


Red/white rudder stripes. Two white stripes on rear fuselage. Large fuselage star, smaller stars on wings. Aircraft number 120.T in black aft of fuselage star. The emblem of Israel's first fighter squadron, the 101st, is carried on the nose above the exhaust stacks. This consists of a red disk sporting a black/white skull with pilot's leather helmet and goggles with black wings. The number 101 appears just below the skull in white.

It was in markings like this that Modi Allon scored the first kills of the new Heyl Ha'Avir. In an engagement over Tel Aviv in the second week of June, 1948, young Allon took on two Egyptian Dakotas equipped as bombers and escorted by four Spitfires. The Spitfires scattered as Allon pounced from above and both C-47s were shot down. The Egyptian Spitfires fled. Exact markings of his aircraft are not known, but it is likely that it was marked similarly to the aircraft shown either above or below (A or B).

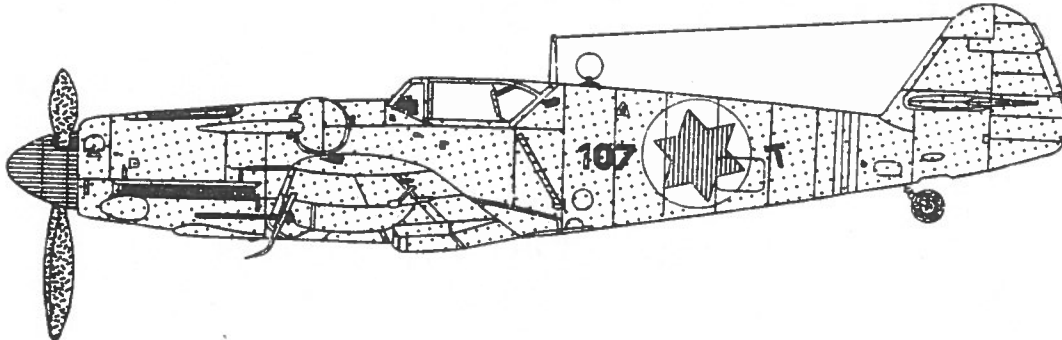
COLOR SCHEME B

Alternative Czech color scheme. Dark green overall. Markings as for "A", but without squadron markings. Aircraft number is higher up on the fuselage side (106.T in this case), fuselage bands are closer to the tail. Fuselage star on this aircraft is non-standard. It is on a very large white disk and slants with the top to the rear.



COLOR SCHEME C

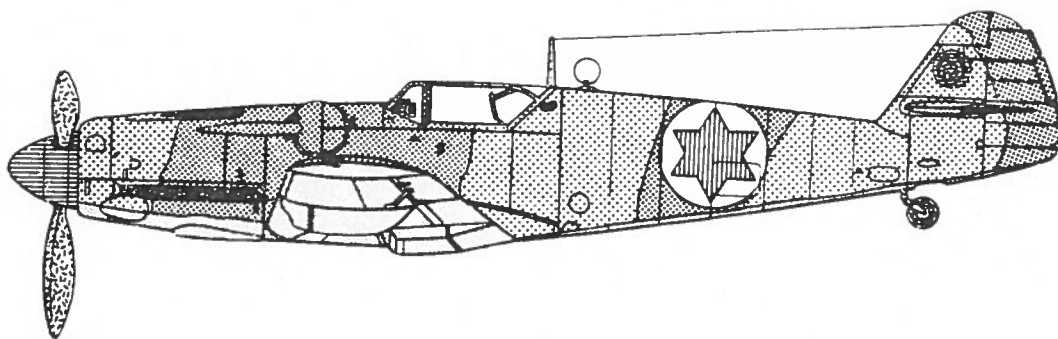
No camouflage, aircraft unpainted. Red step arrow, octane triangle, rear fuselage stripes as for "A". Non-standard star in slightly smaller white disk than on "B" and tilted with the top to the nose. Drawing in Flying Review International, August, 1967 shows the rear fuselage bands as two white bands flanking a red band.



COLOR SCHEME D

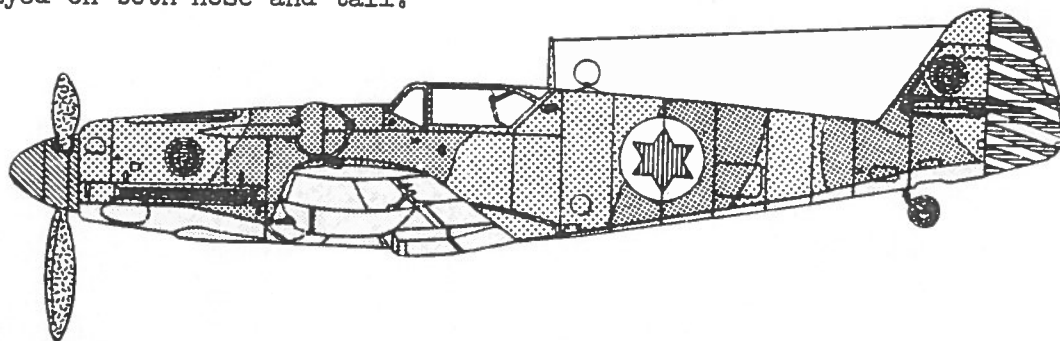
Dark green/light earth camouflage with pale blue undersides. Red spinner, large star on fuselage, smaller under wings, possibly above wings, too. 101st Squadron emblem on tail. This color scheme was adopted after the War of Independence. The aircraft which we have illustrated on the following page is a display aircraft with wing guns removed while pods remain. It is possible that this aircraft is on display in the Heyl Ha'Avir Museum in Tel Aviv. IDF/AF official photo of this particular display aircraft has appeared in a good many publications. The aircraft is in excellent condition and even retains the gun sight.

It should be noted that the octane triangle on the nose and the red step arrow which appeared below the cockpit were both deleted on three-tone camouflaged aircraft.



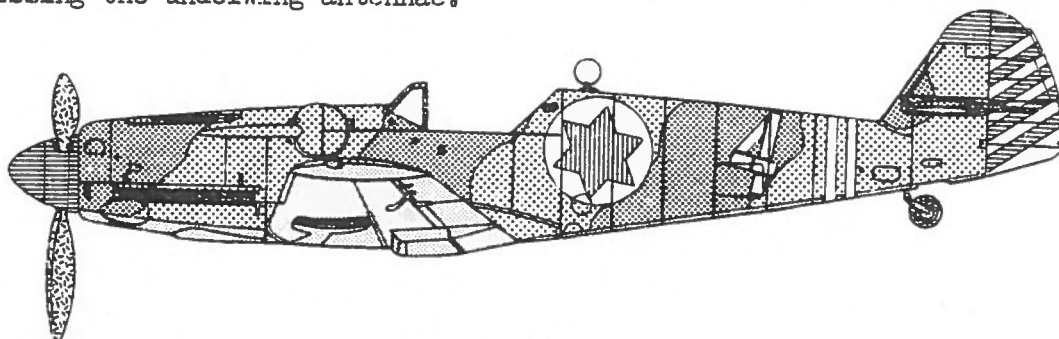
COLOR SCHEME E

Camouflage as for "D" with rudder stripes, small fuselage star, yellow spinner. Another display aircraft, pylon mounted this time, gunsight has been removed and wing guns replaced in their pods with what appears to be dummy machine guns. 101st Squadron badge displayed on both nose and tail.



COLOR SCHEME F

Camouflage as for "D" with red spinner, rear fuselage stripes. Another pylon display aircraft, this one on display at an air base in the Negev. Rudder stripes are painted on slanting in the wrong direction, fuselage star is positioned strangely and is angled to match the white number 4 on the rear fuselage. Aircraft is missing guns, gun pods, cockpit canopy, antennae and most of the cockpit interior. All three display aircraft are missing the underwing antennae.



REFERENCES FOR AVIA S.199

The Israel Air Force, Hadar/Ofer- Color scheme A..

The Israeli Air Force Story, Jackson- Color scheme F.

The Messerschmitt Bf.109, Craig- Color scheme E.

Flying Review International, August, 1967- Color schemes A & C.

Color scheme "D" is drawn from an official IDF/AF photo which has appeared in a good many publications. Our copy, however, was uncensored and shows areas to each side which were cropped in other publications. These areas revealed detailed photos of the 101st Squadron emblem on a rudder and on a display panel.

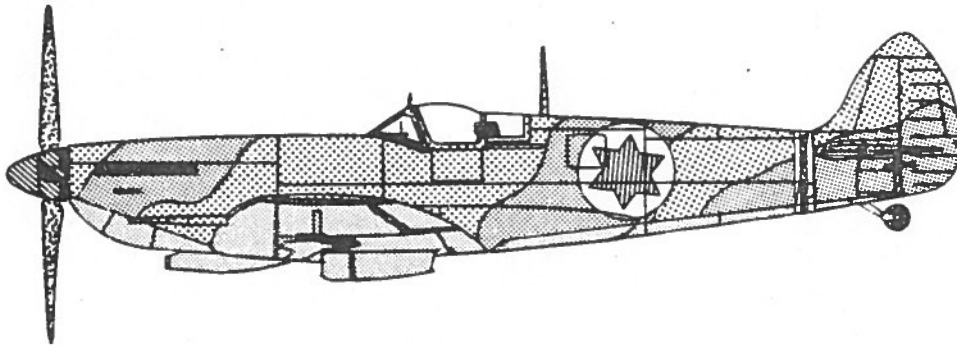
Spitfire

Before the stop-gap Avias arrived in Israel, the Haganah's infant air force, then called the Sherut Avir, depended on Auster and Taylorcraft light planes for all of its combat in the air. This combat was limited to dropping hand grenades and homemade bombs on enemy troops. At 5A.M. on the morning of May 15, 1948 two Egyptian Spitfire LF.Mk.IXs attacked the power station north of Tel Aviv. According to witnesses, a Haganah gunner hit the aircraft in the all-important coolant tank with a burst from his machine gun. The pilot made good a forced landing on the Tel Aviv beach where he was taken prisoner along with his slightly damaged Spitfire.

Using spares taken from abandoned Spitfire hulks at the ex-RAF airfield near Tel Aviv, the Sherut Avir soon had re-constructed the Spitfire from Egypt. Re-painted in Israeli markings, this sole aircraft became Israel's very first combat aircraft. It was soon joined by the Czech Avias, then by sister Spitfires from Czechoslovakian Air Force stores. All of the Israeli Spits were LF.Mk.IX and Mk.IXEs. Some had the early tall rudder, others had the later rounded rudder. Full span and clipped wings varied from one aircraft to another.

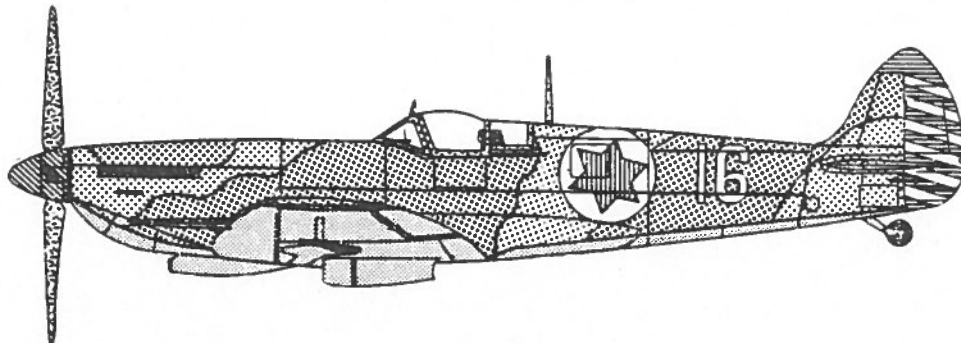
COLOR SCHEME A

The first fighter plane in the Sherut Avir, an ex-Egyptian Spitfire Mk.IX. RAF desert camouflage scheme consisting of brown and tan camouflage with pale blue undersurfaces. Israeli star on fairly large disk at a slight slant to the rear has been painted over the original Egyptian roundel. Early identification stripes have been applied to the rear fuselage just ahead of the tail. These could be a red stripe flanked by white stripes or simply two white stripes. The spinner is yellow. Aircraft appears to have only two wing guns, clipped wings.



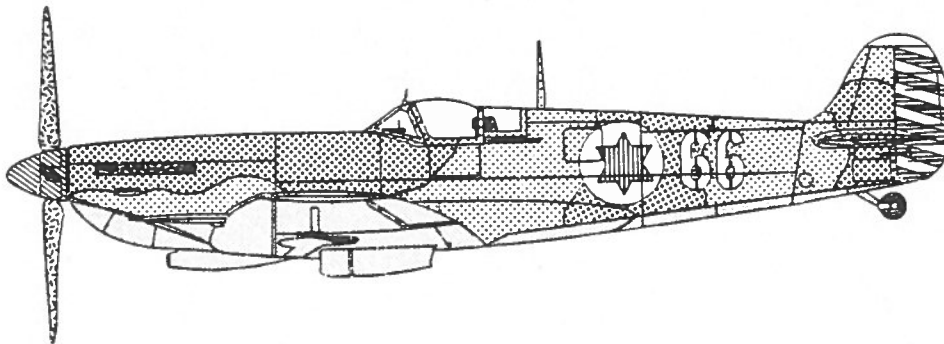
COLOR SCHEME B

Dark green/light earth camouflage with pale blue undersides. Yellow spinner, white aircraft identification number (16 in this case), red/white rudder stripes. Large fuselage star is tilted aft. Four wing guns with short stubs inboard.



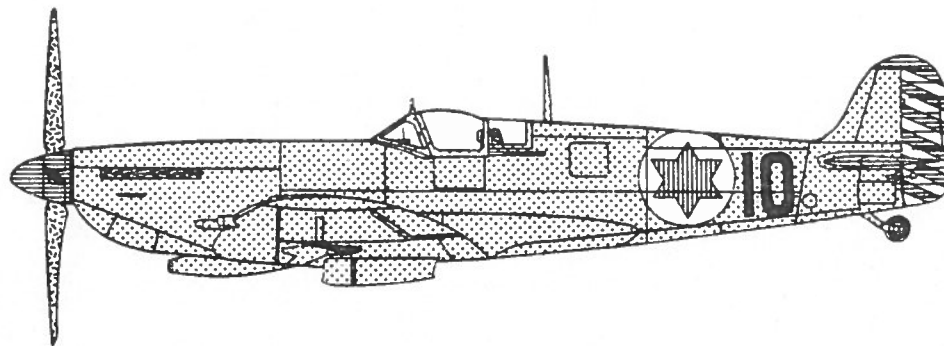
COLOR SCHEME C

As for "B" but with colors reversed on tail from standard practice. Fuselage star is smaller and is positioned straight. Rounded rudder, guns as for "B".



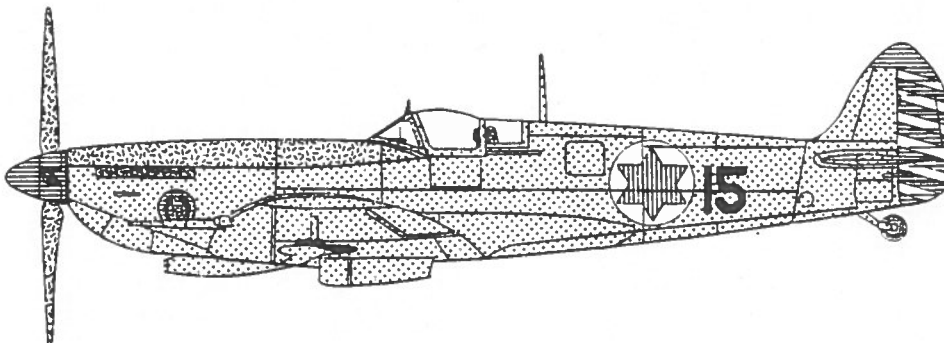
COLOR SCHEME D

Unpainted natural metal overall, fairly large fuselage star. Black aircraft number (10 in this case). Most unpainted aircraft had black numbers, camouflaged aircraft used white. Standard rudder stripes, red spinner. Faired-over wing guns are of interest. This could be delivery markings with the photo being taken prior to installation of guns or it could be an aircraft removed from service. Full span wings, rounded rudder.



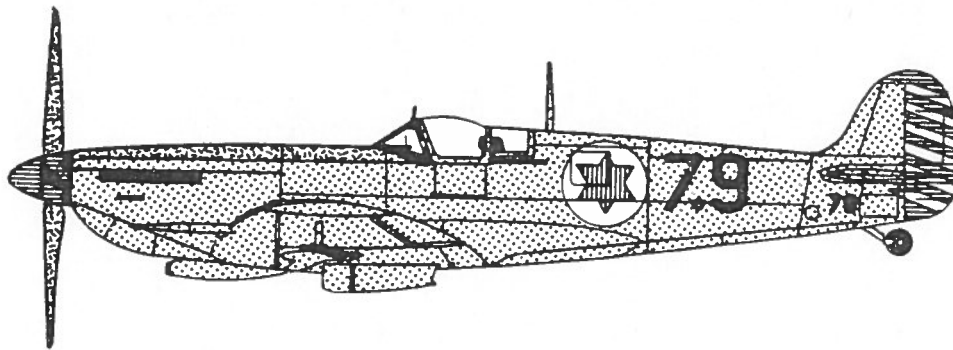
COLOR SCHEME E

As for "E", but with black anti-glare panel and windscreen frame. 101st Squadron emblem on nose below exhaust stacks, aircraft number 15. Fuselage star and number moved a bit forward from "D". Full span wings, tall rudder, four wing guns with stubs outboard.



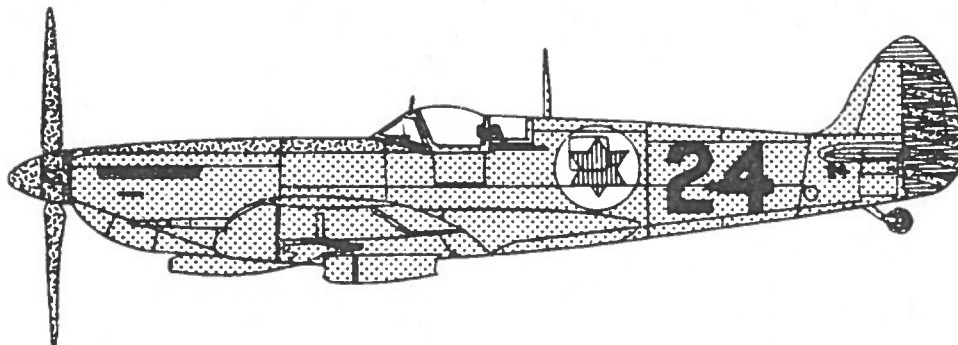
COLOR SCHEME F

As for "E", but with different positioning of fuselage markings, smaller star in a disk of about the same size as "E", larger aircraft number (79 in this case). A small number 79 is repeated in dark blue beneath horizontal stabilizer and a small blue Star of David appears between the 7 and the 9 of the larger numbers. Red spinner, standard rudder stripes. Rounded rudder, full span wings, gun stubs inboard.



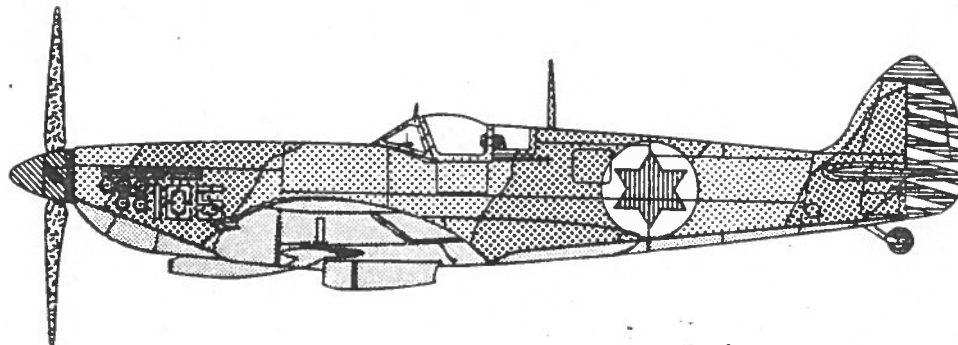
COLOR SCHEME G

As for "F", but with larger main fuselage number (24), black spinner. Rudder stripes are non-standard red/black. Tall rudder, clipped wings.



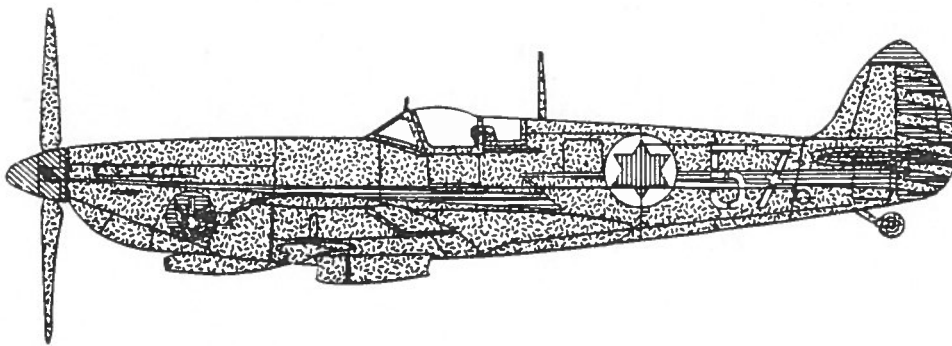
COLOR SCHEME H

Display aircraft. Standard camouflage, but almost gloss from fresh paint job. Yellow spinner, standard rudder stripes. Non-standard number (105) in white on nose. Ahead of the number are five Egyptian roundels signifying the classic "ace" tally. Aircraft has had gun fairings removed and appears to be fitted with dummy .30 cal.mgs. Tall rudder, full span wings.



COLOR SCHEME I

The personal aircraft of Major General Ezer Weizman, past commander of the IDF/AF. One of the most striking color schemes ever applied to a Spitfire, this plane is gloss black overall with red spinner, cheat stripe and rudder stripes. Small Israeli stars are carried on the fuselage and wings while a white 57 is carried on the rear fuselage. The numbers are stencilled with the European type 7 with a small bar through the center. The crest of the IDF/AF is carried on the nose. This aircraft also had the spinner done in yellow at one time as depicted in our drawing on the following page. Tall rudder, full span wings, guns faired off with bullet-shaped fairings.



REFERENCES FOR SUPERMARINE SPITFIRE LF.MK.IX

The Israel Air Force, Hadar/Ofer- Color schemes B, E, H, I & A.

The Israeli Air Force Story, Jackson- Color scheme D.

Profile Publications #206- Color schemes B & F.

The Aircraft of the World, Green, 1955- Color scheme G.

The Supermarine Spitfire, Ducimus Classic- Color scheme C.

Aviation News, Vol.1, #21- Color scheme F.

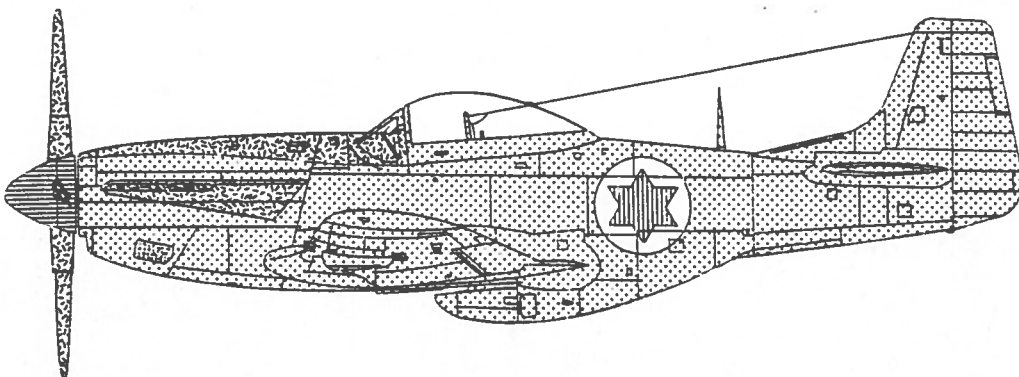
Mustang

Ground attack has long been vital to any country threatened with invasion. Aircraft suitable for high speed, low level missions were high on Israel's priority list from the very beginning. This role was filled by a handful of Bristol Beaufighters in the first years of the Heyl Ha'Avir, with Avias and Spitfires used when available. The purchase from Sweden, in 1952, of twenty-five North American P-51D Mustangs put Israel into a position of air superiority over enemy troops and armor during the 1956 war.

Without a doubt, the most interesting exploit of the Mustang in Israeli service was the operations of the "Line Cutters". These were stock Mustangs equipped with steel cables with heavy weights attached to the ends. The Mustangs would sweep low over telephone lines, cable and weights trailing, slicing the lines as they passed at high speed. This method wrought havoc with Egyptian communication during the Sinai Campaign of October, 1956.

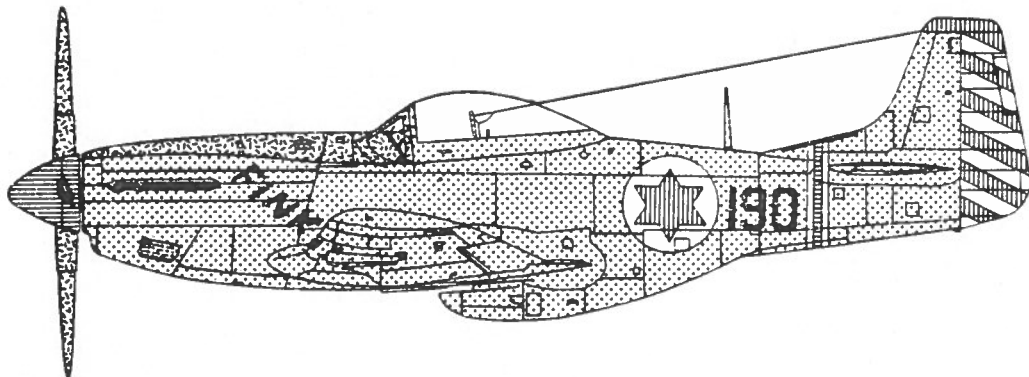
COLOR SCHEME A

Markings for delivery flight from Sweden. Natural metal overall, red spinner, national markings in six positions. Black wedge shape panel to cover exhaust stains. Black anti-glare panel includes windscreen. Guns were not fitted until after delivery.



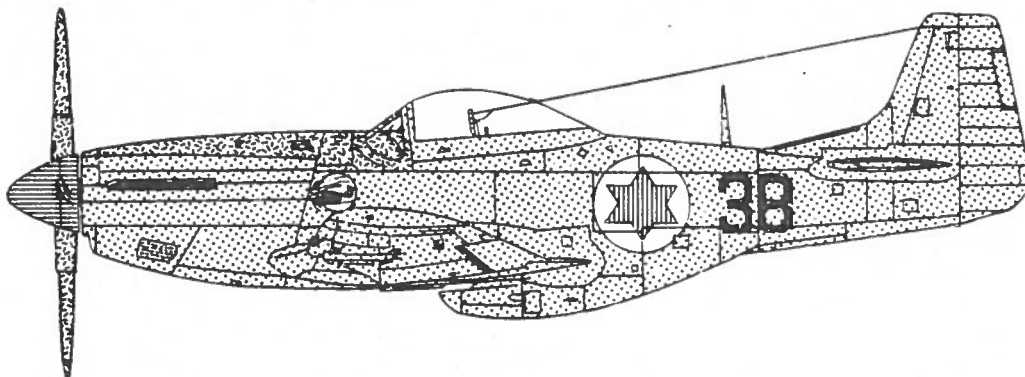
COLOR SCHEME B

Natural metal overall, flat black anti-glare panel and windscreen. Standard red/white rudder stripes, national markings in six positions. Red band flanked by white bands on rear fuselage ahead of horizontal stabilizer, black aircraft number 190 between this and national markings. Name "FINK", probably in black, on nose aft of exhaust pipes. Taken from a small drawing in the Hadar/Ofer book, no photos back up this color scheme. However, it is so specific that it was just too good to pass up. Other drawings in this book, while very small, check out in detail with photos of the subject aircraft. Spinner is probably red.



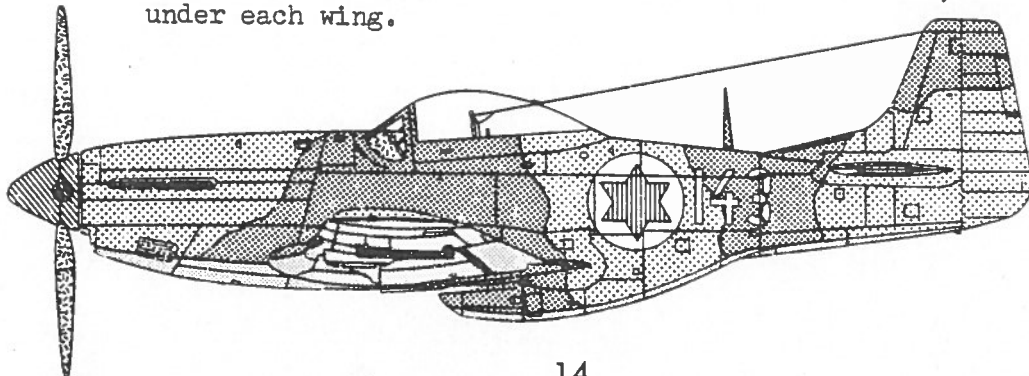
COLOR SCHEME C

Natural metal overall, anti-glare panel as for "A" and "B", national markings as for "A". Aircraft number 38 aft of fuselage star in black. The emblem of the "Line Cutters" squadron is carried on the fuselage side just below and ahead of the windscreen. The emblem consists of a black silhouette of a P-51 ending just aft of the spinner. In place of the nose a pair of wire cutters is fitted, the handles sweeping back above and below the P-51. The cutters are holding two pieces of wire which are swept back in a gentle curve. Color of the wires and wire cutter are not known. On this aircraft the emblem is placed on a red disk.



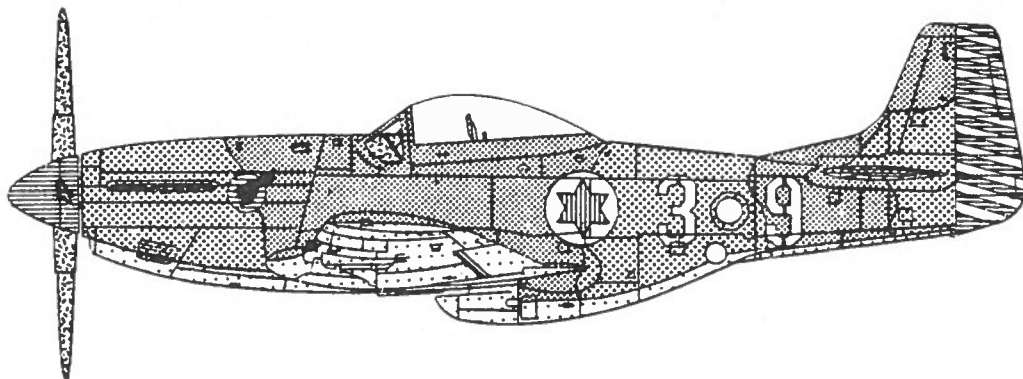
COLOR SCHEME D

Three tone camouflage consisting of pale blue undersides, stone/brown upper surfaces. Yellow spinner, white aircraft number 143. Prop blades have no cuffs, four rocket rails fitted under each wing.



COLOR SCHEME E

Dark green/stone camouflage over pale grey, red spinner. Non-standard rudder stripes do not include top of the tail as on operational aircraft (this is a display aircraft). The squadron emblem carried on the nose just aft of the exhaust pipes consists of a knight's helmet with wings in black with white details. Design is on a red disk. Aircraft is in the F-4D configuration with photo ports in the aft fuselage. On display it is fitted with dummy machine guns and lacks antennae wire.



REFERENCES FOR NORTH AMERICAN P-51D MUSTANG AND F-4D

The Israel Air Force, Hadar/Ofer- Color schemes A, B, C & D.

Koku Fan Monograph #3- Color scheme A.

North American P-51 Mustang, Aero Series #15- Color scheme D.

Aircam #3- Color schemes D & E.

Flying Review International, January, 1968- Color scheme E.

Modeling Israel's Classic Fighters

AVIA S.199

Hasegawa has released two kits of the Bf.109 this year, one of the "G" model which may be converted to the Avia S.199. Very little need be done to the Hasegawa kit to improve on the mold, but it does measure out a bit short in the tail area and the cockpit interior of the Gustav is absent when compared to their Emil kit.

Conversion to the Avia is fairly simple. A new rudder and tail must be made from sheet plastic and the nose shape revised for the Jumo engine. The side scoops above the exhaust stacks must be removed while two fairings need to be added. One is a oval bulge low on the nose below the front end of the exhausts. The other is a long fairing which ends in the breech bulge. All Avias used in Israel sported the "Galland" hood and had paddle-blade props. The d/f loop behind the antennae is larger than supplied in the Hasegawa kit. The Heller kit may also be used as it is close to Hasegawa's in most detail accuracy and outline consistency.

SUPERMARINE SPITFIRE MK.IX

In his booklet Calling All Spitfires (Supplimental Update), John Beaman explains quite well why he picks the Frog Spitfire VIII/IX kit over the Matchbox kit of the Mk.IX. We won't repeat John's work here, buy the book and see for yourself.

NORTH AMERICAN P-51D MUSTANG

Heller, Airfix, Matchbox, Hasegawa...take your pick. Hasegawa edges out the rest by a bit more than a hair in shape. Airfix does well on shape and has a great interior. The Heller and Matchbox kits are acceptable, but definately below the first two kits.

Publications



MONOGRAM CLOSE-UP 13: AICHI M6A1 SEIRAN

The Seiran was Japan's major submarine-launched scout/bomber in WWII. It was an attractive, sleek-looking floatplane with its in-line engine, low, sleek greenhouse and twin floats mounted on streamlined pylons. While the little Glen floatplane which preceded the Seiran saw action all during the war (including attack on the Pacific Coast of the U.S.), the Seiran was a truly modern, effective design. It was assigned the chore of attacking the Panama Canal, a job which just may have succeeded had not the war ended when it did.

Monogram's third volume (Junkers Ju.287, 288 and 290 were the first three) is a beautiful piece of work on a very hard to research subject. The overall look is that of the old Aero Series with the slick paper and layout appearance of the Challenge and Sentry books. This publication, however, is superior to any others to date.

In brief, the contents include a detailed description of the Seiran, its service history and lots of photos, thirteen in color. Plans are good with intricate detail and detail photos, of which there are a great many, are crisp and well-chosen.

An excellent publication. Available from well stocked hobby or book stores or from the publisher:

Monogram Aviation Publications
625 Edgebrook Drive
Boylston, Massachusetts
01505

Price from the publisher is \$3.95 plus 45¢ postage/handling.

SUOMEN ILMAVOIMIEN HISTORIA #5

Keskinen, Stenman and Niska have done it again, this time with the story of the Curtiss Hawk 75A and P-40M in Finnish service. Like the M.S.406 book, b/w photos are used effectively and are backed up with eight pages of tone drawings and four pages of color drawings.

Full service histories are included in photo and text and include a few photos of the P-36 and P-40 in post-war markings. Details of the cockpit, engine and armament are included for the P-36. The section on the P-40 covers only five pages including the color work, but this is not surprising considering that only one P-40 ever flew with the Finns.

Three photos of the P-40 in Russian markings and a photo of four P-36s still in German delivery markings round out a well done publication

LA VITRINE DU MAQUETTISTE

IPMS France is back in business and have a fine new magazine. About the size of the old IPMS Magazine (7"x10") it is done on slick paper with three dozen pages and lots of photos. Subjects in Vol.1, #1 include: detailing the Douglas A-4, modeling and detailing the Junkers Ju.188, a great article on modeling the Westland Whirlwind fighter, the French Bearcats in Indo-China with good detail shots, French P-47s, reviews (in French) and armor articles. Information on subscribing to this new quarterly may be obtained from:

Oliver Canon
38 Avenue Charles Floquet
75007 Paris
France

DIE FLUGZEUG DER SCHWEIZERISCHEN FLIEGERTRUPPE SEIT 1914

From the Bleriot XI (#22) of 1914 to the Mirage IIIS (J-2301) of 1974, this is the book for anyone interested in the Swiss Air Force.

Each aircraft type used by the Swiss Air Force is covered in two pages—one with a photo and data table, the other with an excellent scale drawing. Each subtype is covered in its own section (eg. Fokker D.VII is covered seven times, C-3602/5 is covered thirteen times) with the difference sometimes being rather insignificant. Data tables include technical specs., number used, serials, dates, etc.

Most of the photos in this fine book show the aircraft in Swiss markings, but a few of the WWI types carry German markings and were probably interned. SAFO readers should find the Siebel Si.204 coded B-3 of interest. This is the aircraft of the Grand Mufti of Jerusalem as recounted in the last issue of SAFO. With KP bringing out a 1/72 scale kit of the Siebel this year, this is a most appropriate photo. With 361 pages and such fine quality photo work, a price tag of \$15 is quite reasonable.

IPMS BRAZIL REVISTA

We have received the first three issues of Revista, the journal of Sociedade Brasileira de Plastimodelistas-IPMS Brazil. Done in simple mimeograph style, subjects in the first three issues include:

- #1. F-5E details/camouflage, Brazilian national markings 1916-1975.
- #2. F-80 in Brazilian & Uruguayan markings, F-5E camouflage, English notes.
- #3. Albatross detailing and markings, English notes, ad for 1/72 Brazilian decals.

Information on subscribing to Revista may be obtained by writing to:

Jairo A.O.Mello
Caixa Postal 212
2400 Niteroi-R.J.
Brazil

PROFILE DATA CARDS

While the famous Profile Publications are still dormant, the firm still goes on. Aside from re-issuing Profiles in bound form they have released a new product bound to catch the eye of modelers and historians alike.

Profile Data Cards are 8½"x12" heavy coated sheets, each of which cover a specific type of aircraft. One side offers all pertinent data on the type along with a selection of photos. The other side offers a color three-view and a number of color side views along with marking details, also in color. Photos and color work are keyed to one another.

So far Profile has released sheets on the P-47D, Ju.87B, Bf.109E and Bf.109G. When compared with the Profile Publications on each of these subjects one will discover that the sheets offer new markings, not re-hashed material. We also checked against the Men & Machines series, also published by Hylton Lacy, with the same results. The plastic coating is an interesting innovation which protects the sheet from your modeling paints, etc. The price, at \$1.00 each, is reasonable for quality received. Mr.Lacy has also informed us that four sheets shall be issued each month from now on. Future releases announced include the Fw.190A, B-25, Spitfire Mk.IX, F-4 Phantom II, Mirage III, B-17G, P-40C and Camel.

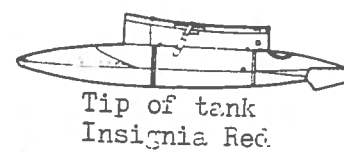
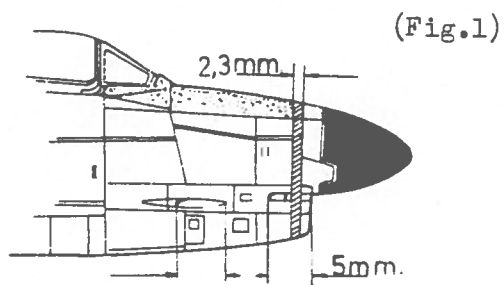
NORWAY'S F-86KS

by Tom Arheim

(EDITOR'S NOTE: Tom Arheim is Chairman and past-Secretary of IPMS Norway. His contributions to their publication, Limtuben (reviewed in MAI Vol.2, #7), include a four page article on the F-86K in Norwegian service. This previous article included six photos, a detail sketch of the Sabre cockpit and detailed plans of the "K" with markings for 41287 coded ZK-X. This article appeared in Limtuben Vol.1, #1 and is an excellent companion feature to the following. Our thanks to Tom for contributing his fine work to MAI.)

The first F-86Ks to arrive in Norway had the small wing and American ejection seat. These aircraft were subsequently modified with a larger wing known as the "6-3" and the British Martin-Baker seat. When four F-86Ks of 337 Skv. were destroyed in a hanger fire in 1956, four Fiat-built F-86Ks were purchased from Italy. These aircraft differed from the U.S.-built machines in minor detail, but were re-fitted with the new wings and seats in the early 1960s.

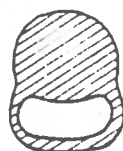
Cont'd. Pg.20



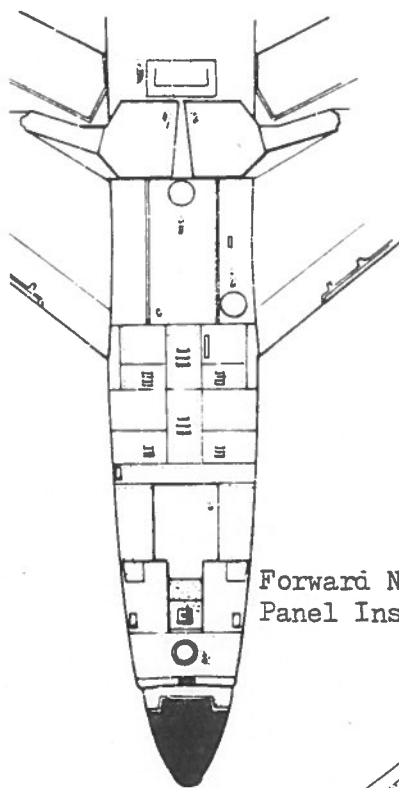
"6-3" Wing

(Fig.2)

4.6mm.



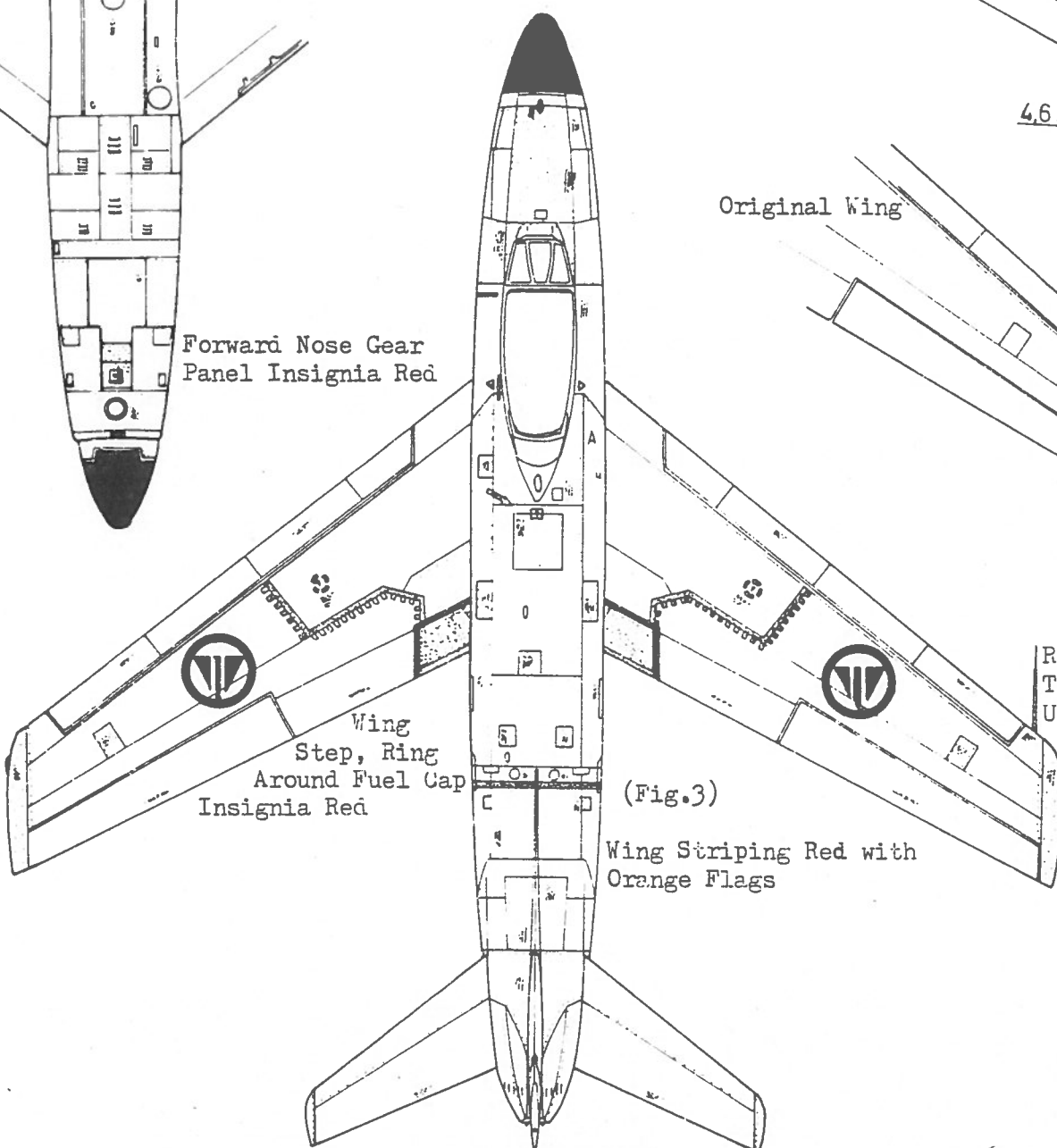
Pattern for
Intake Plug



Forward Nose Gear
Panel Insignia Red

Original Wing

White
Pitot
Tube
with
Red
Spiral
on Small
Wing
Only



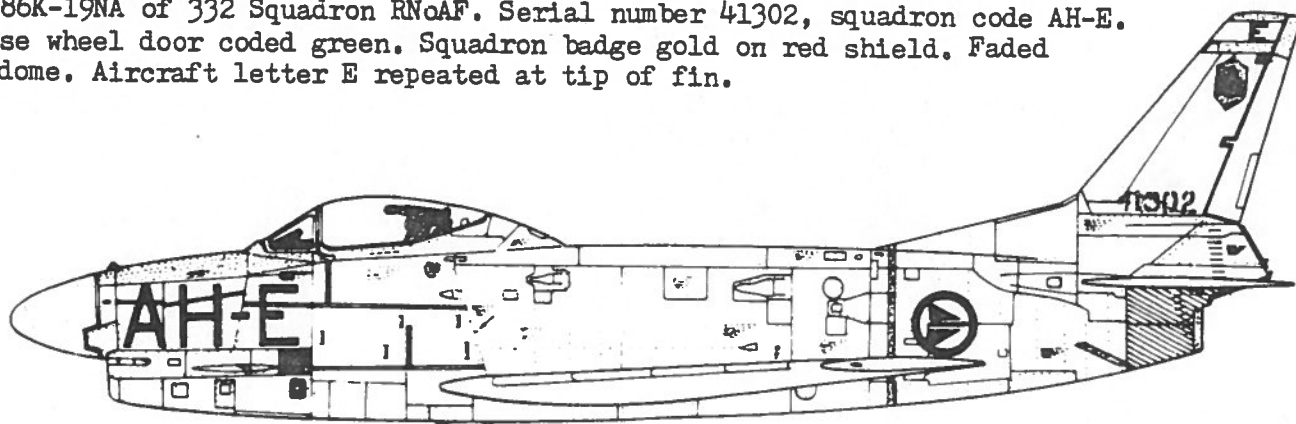
Wing
Step, Ring
Around Fuel Cap
Insignia Red

(Fig.3)

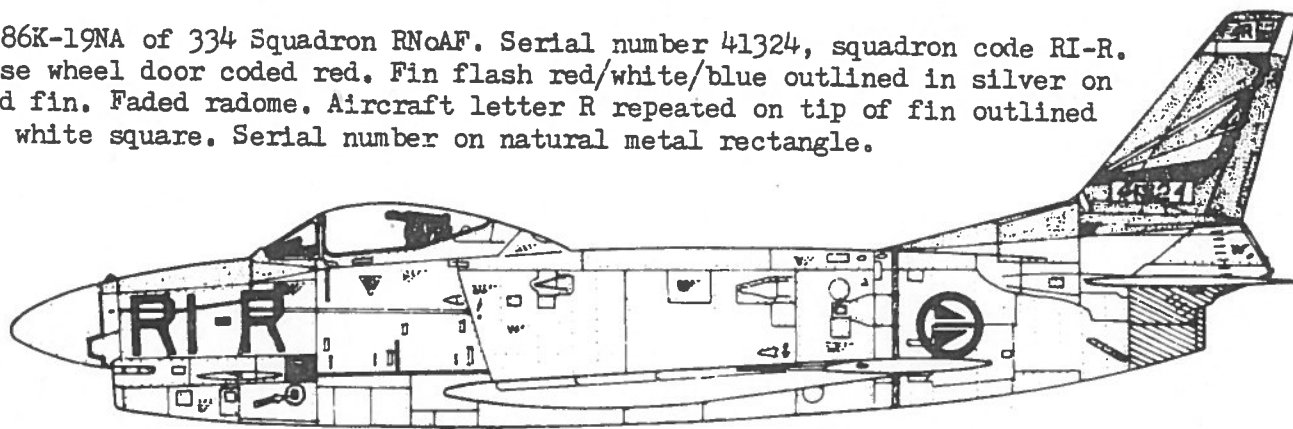
Wing Striping Red with
Orange Flags

Red Pitot
Tube with
Unpainted
Head

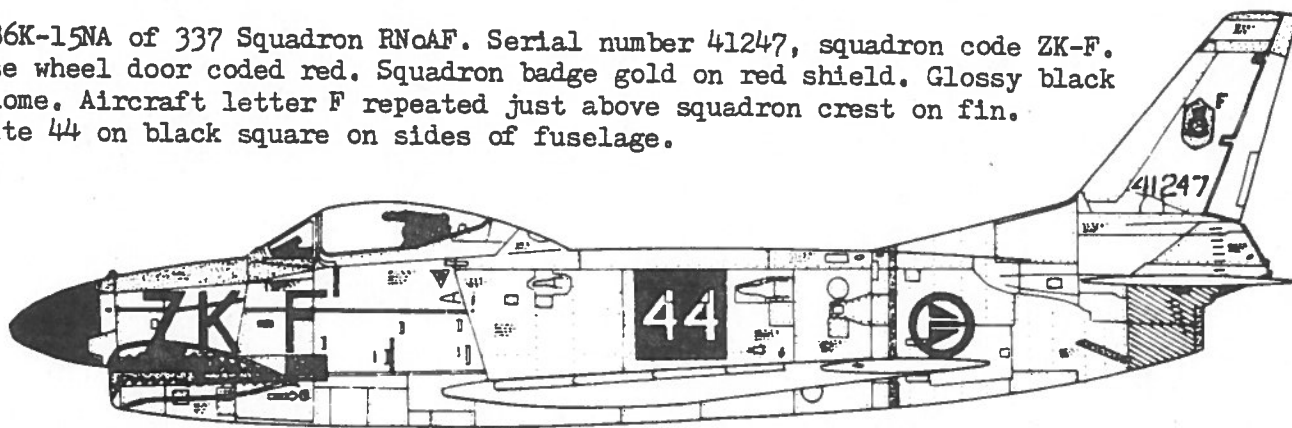
F-86K-19NA of 332 Squadron RNoAF. Serial number 41302, squadron code AH-E. Nose wheel door coded green. Squadron badge gold on red shield. Faded radome. Aircraft letter E repeated at tip of fin.



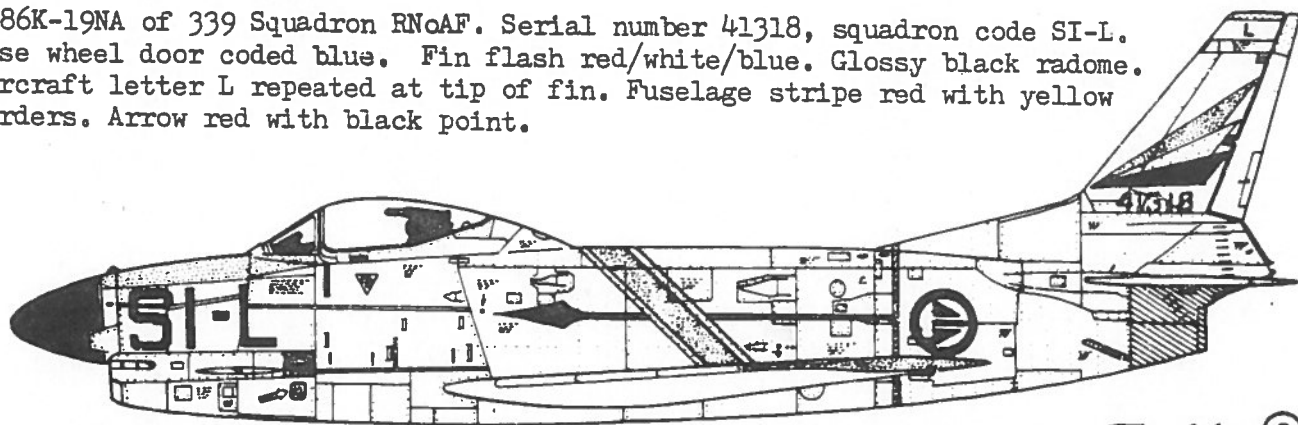
F-86K-19NA of 334 Squadron RNoAF. Serial number 41324, squadron code RI-R. Nose wheel door coded red. Fin flash red/white/blue outlined in silver on red fin. Faded radome. Aircraft letter R repeated on tip of fin outlined in white square. Serial number on natural metal rectangle.



F-86K-15NA of 337 Squadron RNoAF. Serial number 41247, squadron code ZK-F. Nose wheel door coded red. Squadron badge gold on red shield. Glossy black radome. Aircraft letter F repeated just above squadron crest on fin. White 44 on black square on sides of fuselage.



F-86K-19NA of 339 Squadron RNoAF. Serial number 41318, squadron code SI-L. Nose wheel door coded blue. Fin flash red/white/blue. Glossy black radome. Aircraft letter L repeated at tip of fin. Fuselage stripe red with yellow borders. Arrow red with black point.



Tom Aikman ©

USAF F-86Ds differed from export F-86Ks in having only missile armament. The "Dog" had a trough in the nose containing two dozen "Mighty Mouse" rockets which could be fired one at a time, in pairs or in an entire salvo. The export "K", which was license-manufactured in NATO countries, was equipped with a simplified weapons system and the missile bay was changed to host four 20mm cannon. Due to weight loss and c/g differences and in order to make room for the cannon, the nose of the "K" was lengthened six inches.

MODELING THE F-86K

The early Norwegian F-86K is the easiest of the two variants to build from the Airfix kit. Cut away the nose section just ahead of the nose wheel well (Fig.1). Insert a 2.3mm plasticard lamination or balsa sheet and re-fit the radome and air intake. Don't forget to include a hole of the proper size and shape to take the air scoop.

An easy method to produce the 20mm cannon would be to heat a needle, lay the hot point on the fuselage where the gun barrel is to be placed. The hot needle shall melt the plastic and the result should be a 5mm long groove. After removing rough edges, take two small lengths of sprue or fine hollow needle and glue into place just behind the rear groove. Build up the rear fairing with putty and, when dry, sand to shape.

The nose modifications described above are common to the two remaining F-86K variants.

For the late F-86K wing modifications are also necessary. Cut the wing along the forward panel to separate the leading edge from the rest of the wing surface. Remove the wing tip and replace it with a tip from the Hasegawa F-86F (Fig.2). Glue the leading edge back into place. This will leave a gap between the leading edge and the rest of the wing which may be filled with balsa or plasticard, filled and sanded. An alternative to this method would be to use the entire Hasegawa wing, but this would mean re-working the wheel wells.

A good Martin-Baker seat may be obtained from any number of kits such as the Airfix F-104 or may be made from scratch. Sidewinder missiles and pylons may be taken from the Hasegawa kit of the F-86F.

The Fiat-built F-86K differed from the others in having a different shape to the rear air intakes on the aft fuselage (Fig. 3).

NORWEGIAN COLOR SCHEMES

All aircraft are left natural metal overall with matt olive drab anti-glare panel, light grey fin tip, dark stained gun muzzle panels, red fuel drain and black antennae in the tail.

Radomes varied with age from a glossy black to a faded white/beige. Cockpit interior was light grey with light grey American or black M.B. seat. Interiors of the wheel wells and air brakes were interior green or natural aluminium. Sidewinder missiles are white with a black nose. (Editor's note: The nose of the Sidewinder is actually a dark purple, but this would not show up in 1/72 scale.)

Initially, Norwegian roundels were carried in four wing positions, but this was changed to the American style of top left, bottom right.

Serial numbers and roundels may be obtained from Specialtryck (see review on pg.4 of this issue), squadron codes from the spare decal box. Most markings shall have to be hand painted or carefully modified from existing decals. (Editor's Note: No detail sketches were supplied for the squadron badges. They appear to be British-type crests in gold on a red shield. In 1/72 scale, the crest would be so small as to be almost unintelligible, a suitable crest from an ESCI sheet on a shield cut from red decal stock would look right, if not perfect.)

The author wishes to acknowledge the kind assistance of IPMS Norway members Stein Meum and J.P.Petersen in preparing this article.

MAI Library

The MAI Library needs the following items to complete reference sets:

Modelworld, August, 1973

Scale Models, February, 1970

February, July, 1973

We will pay decent prices for any of the above. Please contact the Editor.

ONE GOOD THING LEADS TO ANOTHER

And now WW2 JOURNAL has lead to the MILITARY JOURNAL.

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The cover price for MILITARY JOURNAL is \$1.50 for each of the six bi-monthly issues, for a total newsstand price of \$9.00. But by regular subscription, a full year will cost only \$8.00, and only \$15.00 for two years, for an even further savings! And for a very short time we are offering to new subscribers contacted through MAI, the chance to see their first issue of MILITARY JOURNAL, before paying, so that they might easily decide whether or not to continue their subscription. If after seeing your first issue you decide to continue, all you need do is return the bill with your payment; if you decide not to continue your subscription, all you need do is return the bill with "CANCEL" written across it (but the first issue is yours to keep, free!). But if you send payment right now, we will give you seven issues for the regular yearly six-issue price of \$8.00! Write to: MJ, 218 Beech St, Bennington, VT 05201 U.S.A.

The Northrop F-5A in service Royal Norwegian Air Force 332 Squadron

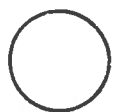
ALL COLORS PER FED STD 595

MARKINGS ARE GLOSS BLACK #17038

AIRPLANE IS PAINTED
ALUMINIZED POLYURETHANE



GLOSS INSIGNIA BLUE #15044



GLOSS INSIGNIA WHITE #17875
(INSIGNIA AREAS ONLY)



GLOSS INSIGNIA
RED #11136

THE UPPER, INBOARD QUADRANT
OF THE TIP TANKS IS FLAT
BLACK #37038



FLAT BLACK #37038

THE AIRCRAFT LETTER
IS FWD ON BOTH
SIDES OF THE FUSELAGE

THE STANDARD RESCUE MARKINGS
ARE GLOSS YELLOW ORANGE
#13538 & GLOSS BLACK #17038

THE ENGINE AIR INTAKES
ARE GREY #26134

THE 2 FUSELAGE FUEL TANK
FILLERS ARE INSIGNIA RED
#11136 (10.0 DIA & 6.0
DIA) AND INSIGNIA WHITE
#17875 (8.0 DIA)

THE 332 SQUADRON'S "BATTLE AXE"
MARKING IS GLOSS BLUE #15177

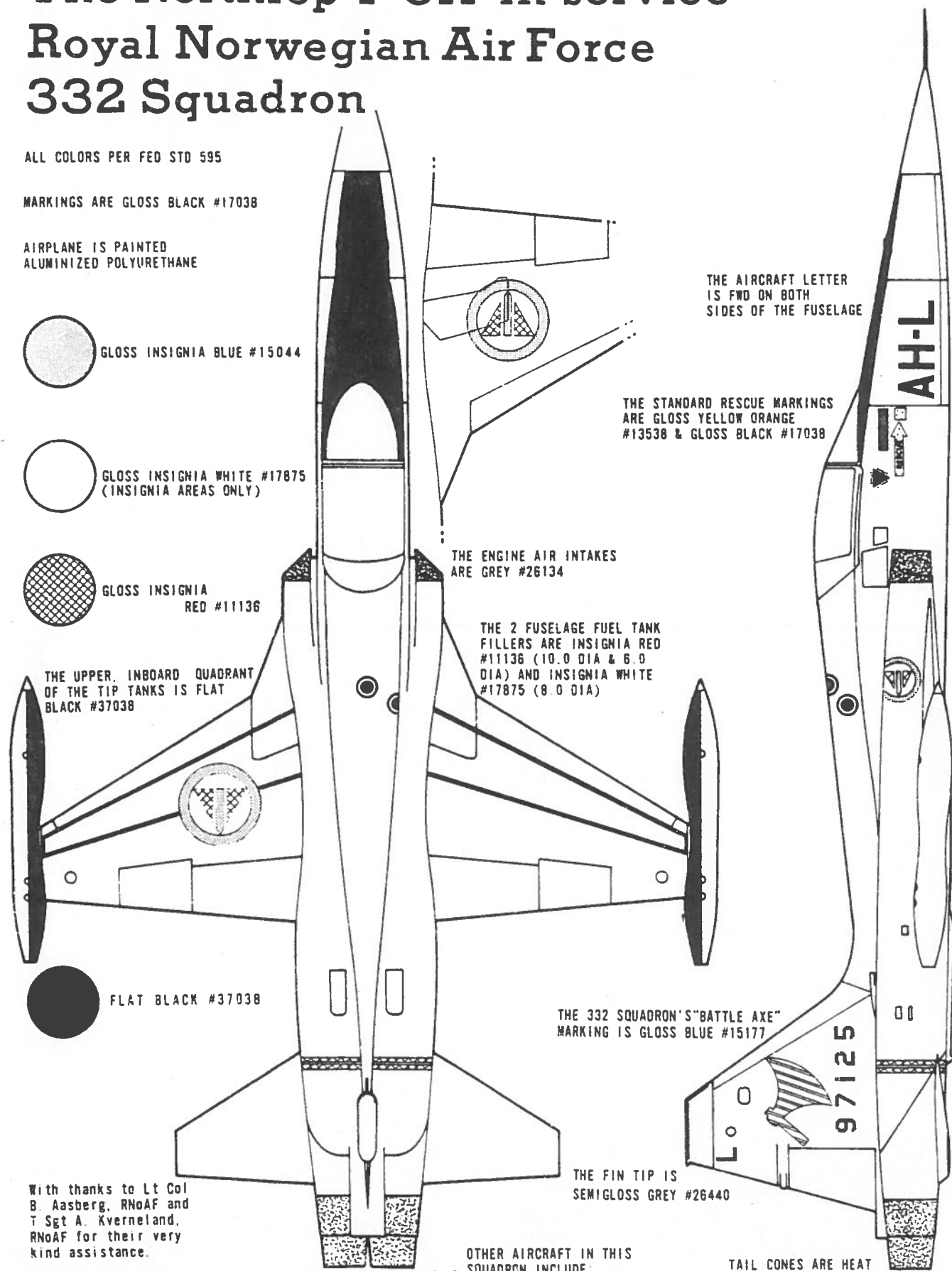
THE FIN TIP IS
SEMIGLOSS GREY #26440

With thanks to Lt Col
B. Aasberg, RNoAF and
T Sgt A. Kverneland,
RNoAF for their very
kind assistance.

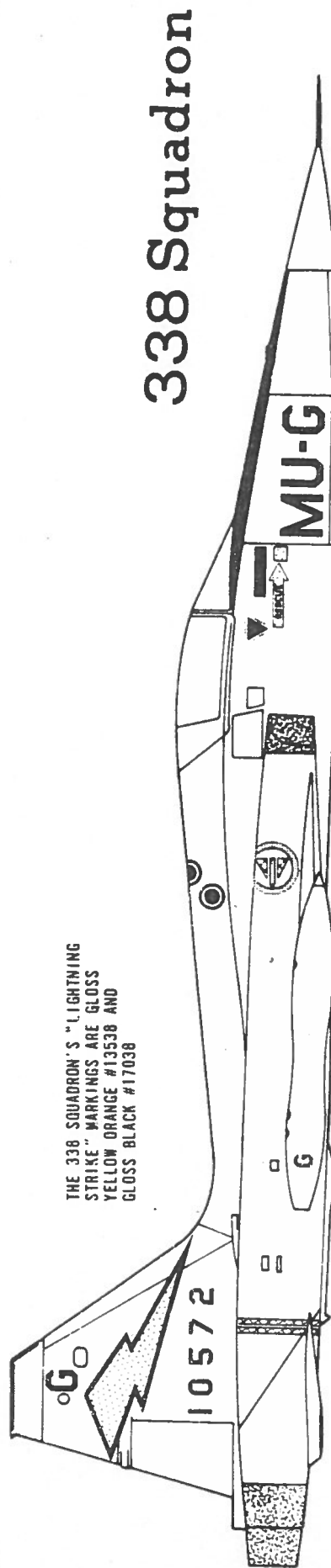
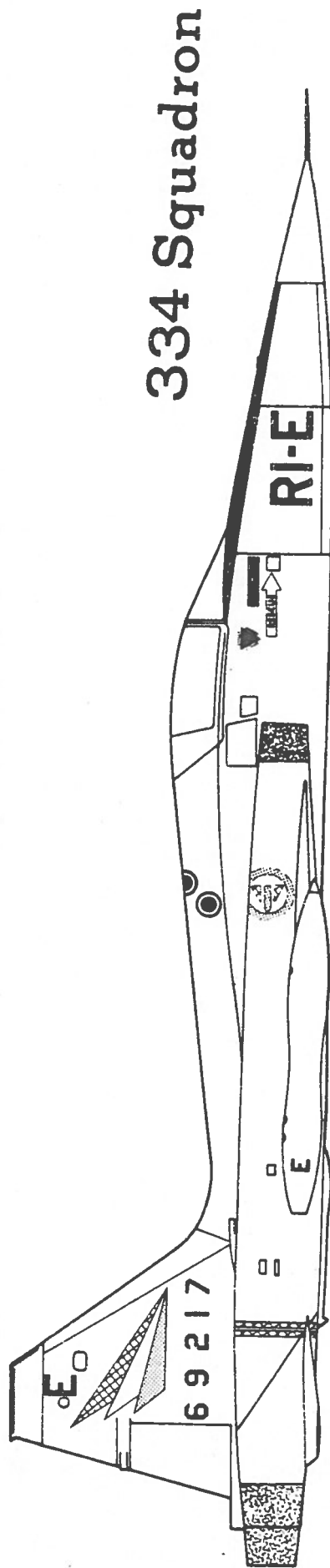
Gus Morfis 5-27-71

22 OTHER AIRCRAFT IN THIS
SQUADRON INCLUDE:
AH-H: 10579

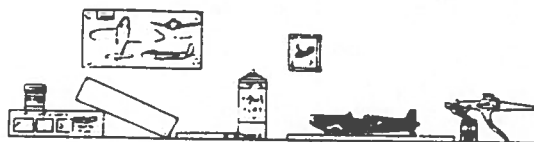
TAIL CONES ARE HEAT
DISCOLORED BARE METAL



The Northrop F-5A in service Royal Norwegian Air Force



Products



AIRFIX NORTH AMERICAN F-86D SABRE

The F-86D Sabre was the World's first single seat all weather interceptor. Her service in Korea and with the USAF of the 1950s was an important chapter in aviation history. It has always been a pity, under these circumstances, that no kit has existed of such an important aircraft.

Aside from larger scale efforts, the first kit to appear was a very crude vacuform from Airmodel. The kit consisted of a single sheet of styrene with the fuselage halves stamped into it. As with many Airmodel kits, the detailing was heavy, to say the least, but the basics were there. The instruction sheet gave details on how to use the kit fuselage along with a Hasegawa F-86F to produce either a F-86D, L or K model. Drawings were of good quality, but not to scale. A decal sheet was available from Airmodel for two F-86Ds, one of the Republic of Korea Air Force, the other a Philippine aircraft. The decal was of high quality.

Just prior to Airfix's release of their Sabre Dog, Rareplanes, apparently unaware of the impending Airfix release, brought out a kit of the subject. This was the fourth in their Rarejets series (the other three were the Bell P-59, Republic F-84G and the North American FJ-1 Fury) and the only one to date to be overshadowed by an injection molded kit. This fine vacuform kit was withdrawn from distribution as soon as the Airfix kit was announced, but it's quality is unchallenged and you will note references to it in the following review.

Airfix got the Sabre Dog on the shelves in England in time for Christmas and the rather surprisingly small box probably fitted into a good many stockings. When the kiddies and collectors opened the box, here is what they found:

An accurate, detailed kit of the F-86D which captures the look, sit and feel of the real aircraft as well as may be expected in a plastic kit. Fit of parts is good except in the area of the nose intake and wing roots. The wing roots need

filling along with the small piece which fits into the center of the undercart opening. The nose intake is designed in such a way that when one looks into the opening he sees only a tunnel, not daylight at the other end of the model (a fake jet pipe does the same job at the other end). The fit of this tunnel is not too good and a bit of careful file and putty work is called for.

A slight downward tilt to the nose is the only apparent shape mistake and this is not noticable in 1/72 scale. Surface detail is excellent with all the right scoops and no rivets. There is some detailing inside the dive brake housing and on the inside of all undercart doors and dive brakes themselves, but there is no detailing inside the nose or mainwheel wells.

The cockpit contains ejection seat, canopy cutting seat guard, control column, forward and rear bulkheads, incorrect instrument panel and pilot. Lack of consoles, side panels, etc. is not apparent, though, with the canopy closed and it stays closed unless one wishes to go in for major surgery.

The problem lies in the canopy frame, which is molded as part of the fuselage, while the plexiglass portion is molded separately (and quite nicely). We found that it was easiest to cut the frame away from the fuselage and use the Rareplanes canopy. We also used a combination of Airfix, Rareplanes and scrap for the interior with a Microscale instrument panel.

A few other problems were encountered with this kit. The details on some parts were damaged by mold marks and had to be very carefully cleaned up. The underwing tanks were much too small for the type being represented and we replaced these with Rareplanes parts. We didn't think too much of the one piece nosewheel, but it turned out fine after cleaning up and careful painting. Decals were good, but fragile. All in all, a fun kit to build and a most welcomed subject.

Kit supplied by Franciscan Hobbies.

KOVOZAVODY PROSTEJOV POLIKARPOV PO.2

A what? It's a biplane, not just any biplane, but a Polikarpov Po.2, probably the most important biplane ever built. With over 40,000 samples built between 1927 and 1958, the Po.2, sometimes known as the U.2, holds the records for longest period of production and largest number of airframes constructed for a biplane. Yet it remains obscure to most historians and modelers, an Iron Curtain product of which very little has ever appeared in print.

The Czechoslovakian model industry has, for some years now, produced better and better kits. The sole firm, KovoZavody Prostejov, has brought out kits of the L-29 Delfin, Avia B.534, Ilyushin Il.10, MiG.17, MiG.19, Letov S.328, Lavochkin La. 7 and the Avia B.35. Most of these kits are now available in U.S.hobby shops due to the efforts of modelers who were forced to go to the mails to swap kits with Czech friends in order to obtain any KP kit. If this kit makes the shelves, snap it up.

From fit of parts to surface detail, the Po.2 is a beautiful kit. Cockpit interior includes seats, instrument panels, control columns, rudder bars and floor. Detailing runs to separate parts such as balance horns and venturi tubes. The engine is a nine piece affair that looks great. We didn't think much of the prop or the wheels, but even these are suitable for detailing and simple re-shaping. The rear gun is not too good, but it, too, can be worked into a nice replica.

This little kit is a must for any serious collector and has numerous conversion possibilities, paint schemes and super detailing potential.

Sample kit supplied by Jaromir Zeleny.

TANDAIR RAM CONVERSION

Since we don't have a vehicle article this time, let's look at a new product from the British just for the armor enthusiast. The Canadian Ram was based on the chassis of either the Lee/Grant or the Sherman. To model the Ram an entire new hull and turret must be fabricated along with a good deal of detailing including hatches,

gun ports, armament, fenders, etc. Tandair supplies the basics in the form of two hulls and two turrets. This kit started as a Ram Kangaroo, a turretless troop carrier, and developed into a full conversion as demand became apparent.

The parts have been kept simple, no hatch covers, ports, etc., on purpose. The designer found so many differences from one vehicle to the next that he decided to make a basic mold. It seems easier to add to a vacuform hull or turret than to delete from the same. An instruction sheet covers some of the variants and includes a bibliography.

A simple kit, but most interesting. Price is about \$1.75 and it's available from:

Tandair Models
6 Church Road
Spratton
Northampton NN6 8HR
England

Kit supplied by Tandair Models.

SCRATCHBILT KITS

If vacuform kits were meant for the modeler who wanted something different, the new kits from ScratchBilt are for the modeler who wants to start with as little as possible. Four kits are available in the 1/72 scale range so far: Bell Model 47, Sikorsky R-4, Travel-Air Mystery Ship and Hughes Model 200 (TH-55A).

The three helicopters are similar in that they contain only the vacuformed canopy and stretched sprue. The Travel-Air racer contains the canopy and sprue, but also includes a fine Microscale decal for the subject. All four kits include detailed plans and instructions and they make a somewhat experienced modeler feel that it just may be possible to build one of these little jobs.

Kits supplied by ScratchBilt.

AIRFRAME WWI FIGHTERS

With so few manufacturers producing WWI aircraft, it is nice to see Airframe continue to expand their range, by four at a time, yet. Already available were Morane Parasol L, Bristol M1C, Siemens-Schuckert D.III, Fokker D.VIII and Etrich Taube. The four new kits from Airframe are the

Sopwith 1/2-Strutter, a classic long overlooked by the big companies; the sleek Halberstadt D.II; Italy's Ansaldo S.V.A 5 fighter and the tiny Hansa-Brandenburg W.20 seaplane fighter.

Construction is typical for vacuform kits with the simple, but effective, re-enforcing system used by Airframe offering a strong completed model. Airframe provides a basic kit. No surface detail is presented and such items as props, struts, etc. are left to the modeler to fabricate. The instruction sheets cover each type well and include a bibliography.

AIRFRAME VULTEE P-66 VANGUARD

Airframe has chosen unusual American WWII fighters as subjects before, but the P-66 is a most welcome addition to their range. Unlike their earlier kits of the XP-77 and the XP-50 with it's companion Navy variant the XF5F-1 Skyrocket, Airframe chose an aircraft which saw both production and combat.

Originally ordered by the Swedish, 129 examples were delivered to China. The other fifteen examples were delivered to the USAAF. It is possible that the Chinese examples saw combat.

The Airframe kit is of their standard quality and construction. The cockpit canopy is an especially nice piece of work. Kits supplied by Airframe.

AIRMODEL FOCKE-WULF FW.56 STOSSER

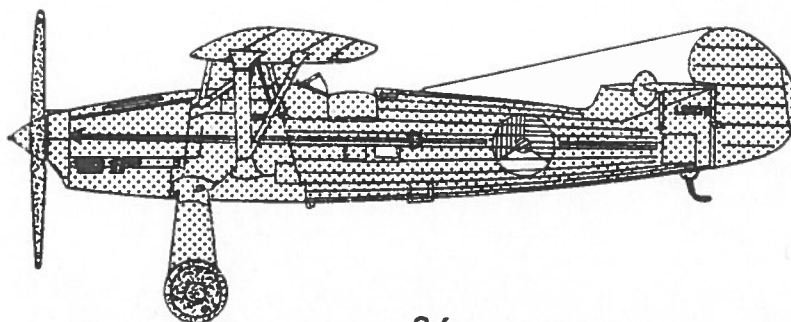
When Airmodel first began operations they produced injection molded conversion kits for such types as the Mirage IIIR, TF-104, Mistel and Do.217K. Since then they have become the most prolific vacuform kit and conversion kit firm in the world. While their products tend to be somewhat crude when compared with the original vacuform company, Rareplanes, their choice of subjects has been wide and varied.

Now Airmodel has struck out into the injection molded kit field with a nice Focke-Wulf Fw.56 Stosser as their first try. To be fair, this kit is on the crude side when compared with the current state of the art, but it is an excellent first try and one is tempted to compare it with Kovazavody Prostejov's L.29 Delfin or Greenbank Castle's Ryan M.1.

A good deal of work must be done to finish some of the parts. The engine cowling has a tremendous dimple which has to be filled, this complicated by the fact that the dimple is in a rather hard to work curve. The struts have to be filed and sanded to airfoil shape as they are provided only in outline form. In many places parts must be filed and sanded to fit as many edges are rounded instead of flat. Decals by Modeldecal are superb. Kit purchased from Squadron Shop.

STRANGERS

While most of the countries opposed to Germany during WWII received captured German types after the war, only one captured type has ever appeared in Dutch markings. A photograph of this sole Focke-Wulf Fw.56A-1 Stosser appeared in the January, 1958 issue of Royal Air Force Flying Review. Colors are probably silver doped overall with unpainted metal panels, Dutch roundels in six positions, red fuselage stripe, red wheel disks. Three photos of this aircraft appear in a book on the Dutch Air Force by Hugo Hooftman. These larger photos verify the small serial number beneath the tail as being LSK111.



Air Forces In Miniature



Before we get on to Albania, we have an update note on Abu Dhabi. Ted Koppel has pointed out that they received Lockheed C-130 Hercules transports in 1975. This brings up a point about the Air Forces In Miniature series. Equipment lists include all aircraft which are or have been used for which we have evidence. We shall not include aircraft ordered but not yet delivered, these aircraft shall be covered in update form when delivery is confirmed, as above.

ALBANIA is a small, poor country located on the Adriatic Sea and bordered by Yugoslavia and Greece. An attempt to establish an air arm in 1914 was foiled with the outbreak of WWI, the country being occupied by Austria for the duration. No air force was formed between the wars and Italian occupation during WWII kept Albania out of the military air scene. At the end of WWII Albania, occupied by Russian troops, chose to join the Soviet sphere of influence, ultimately becoming one of the founding members of the Warsaw Pact. Current alliances lean toward Communist China.

ALBANIA EQUIPMENT LIST

Yakovlev Yak 3/11/18	Polikarpov Po.2
Ilyushin Il.14	Lisunov Li.2
Antonov An.2	Mil Mi.1/4
Mikoyan MiG.15/17	
Shenyang F-4 (MiG.17)/F-6 (MiG.19)	
Shenyang F-8 (MiG.21)	

ALBANIA NATIONAL MARKINGS

Our files yielded only one photograph of an Albanian aircraft, the Il.14 shown on the following page in side view form to 1/100 scale. All other information comes from published art work from the files of MAI and our artist, Ted Koppel.

The numbers on the following descriptions refer to illustrations on the following page.

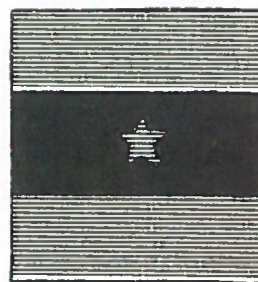
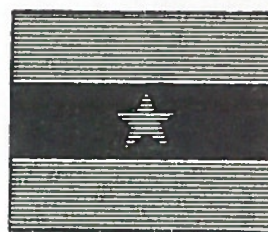
1. Early insignia, possibly carried by the Yakovlev Yak 3 fighters which were the first aircraft operated by Albania. From Jane's All the World's Aircraft, 1957-58.

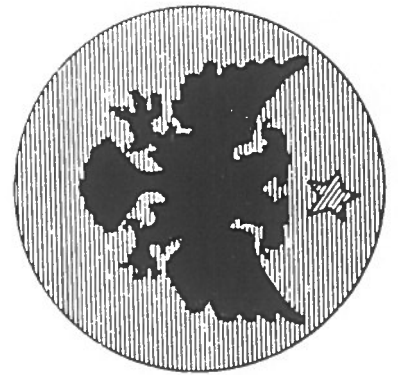
2. Either a variation of the earlier insignia or a simplification, this may also be a different artist's impression. From Robertson's Aircraft Markings of the World 1912-1967.

3. Simple roundel used as a temporary alternative, probably on the early Soviet-supplied MiG.15s and other types. The roundel was carried on the wings only along with the fin flash shown below. A red Soviet star was carried above the fin flash. From Robertson's book.

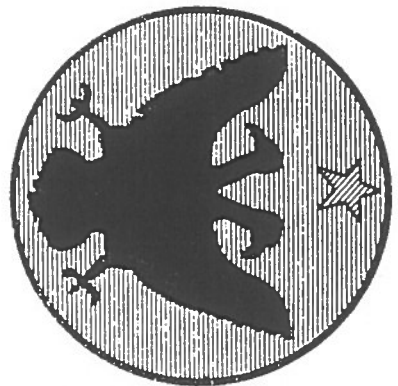


4. Current insignia replacing all previous insignia. Carried on wings and fuselage with fin flash as shown below. Shape of fin flash differs from aircraft type to aircraft type.

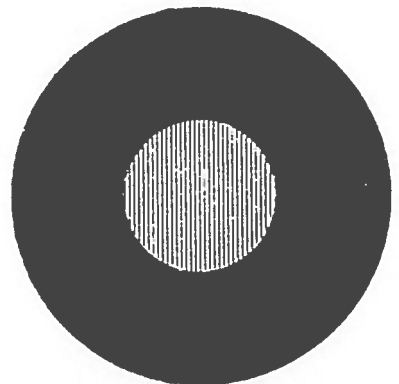




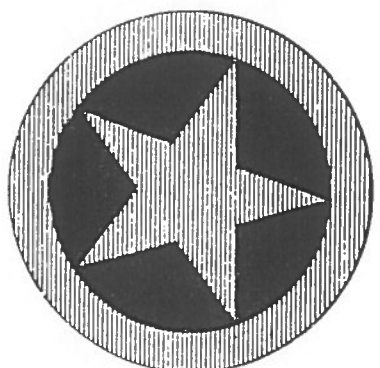
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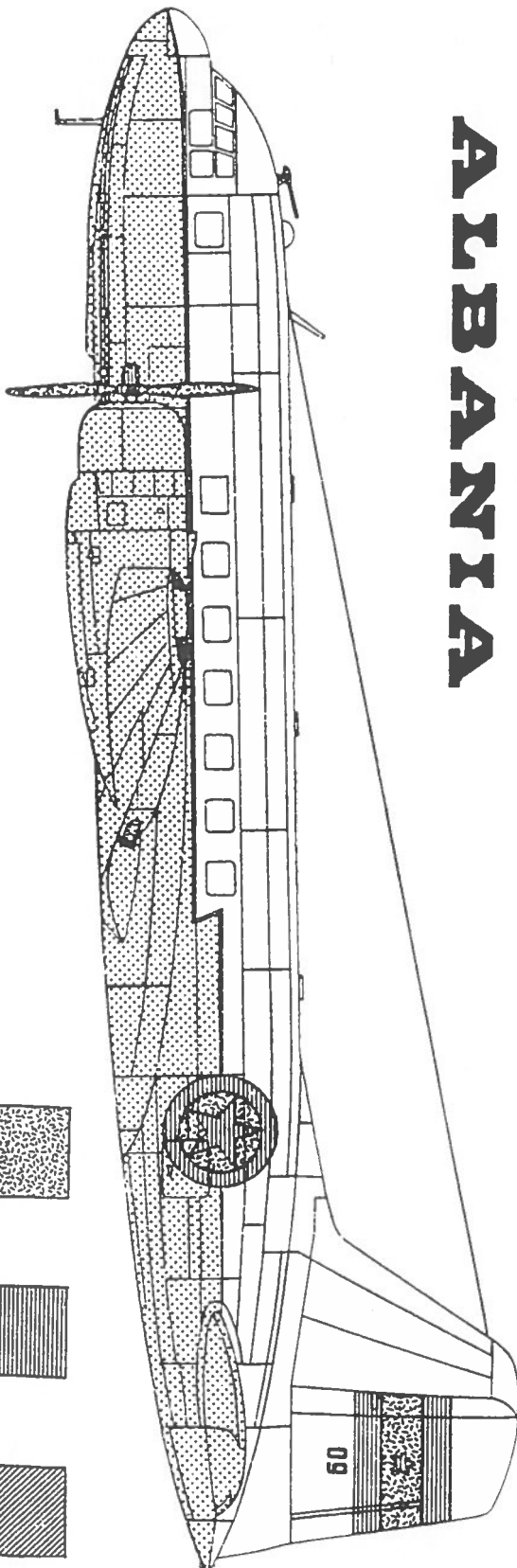


3.



4.

ALBANIA



ILYUSHIN IL-14 "GRATE" of the Albanian Air Force. White upper fuselage and tail, natural metal lower fuselage, wings, engines and horizontal stabilizer. Red prop spinners. Aircraft number 09 beneath tail flag is yellow. Red cheat line.